

USAF review
completed.

Page Denied

25X1

CONFIDENTIAL		(Leave blank) USAF review completed.
AIR INTELLIGENCE INFORMATION REPORT		
COUNTRY OR AREA REPORT CONCERNS HUNGARY	DATE OF INFORMATION 1949 - 1956	
SUBJECT (Descriptive title. Use individual reports for separate subjects)		
ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEG-ERO)		
SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)		
<p>I. <u>SUMMARY</u>: This report contains information about the organization and function of all components of the Hungarian Air Force, a background history on the Hungarian Air Force and HAF action during the Revolution.</p>		
<p>II. <u>DISTRIBUTION</u>: USAF only.</p>		
<p style="text-align: center;">2</p> <p style="text-align: center;">INCLS</p>		
<p>WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.</p>		
<p>AF FORM 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED</p> <p style="text-align: center;">CONFIDENTIAL</p> <p style="text-align: center;">CLASSIFICATION</p>		

25X1

25X1

25X1

25X1

25X1

25X1

AF FORM 142 - PART II
APPROVED 1 JUNE 1960**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

	2	OF	31	PAGES
ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)				

25X1

25X1

III. ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO):**1. A SHORT HISTORY OF THE HUNGARIAN AIR FORCE:**

After 1945, at the time of the institution of the armed forces, the LE (Legl-ero - Air Force) was organized. As in all other branches of the service, Communist methods of operation were utilized. They assembled the remaining World War II pilots, aircraft mechanics, and all other technically trained personnel; with these personnel as a core, the LE (Air Force) was organized. In this group, there was a large number of political officers (reliable communists) whose mission was to learn organization, training, administration, how to fly aircraft, and all other techniques. At the same time, they were to gather incriminating evidence in order to convict people accused of espionage, and unfaithfulness. Later when they discovered that they could manage the air force without the aid of the former World War II officers and technicians, they accused them and convicted them on various charges. Some went to prisons, others were sentenced to death and executed. The commander of the air force until 1951 was Colonel ANDRAS ZALKA; the executive commander was Major LASZLO HAMORI. After Major HAMORI, Brig. Gen. SIMICS became the executive commander of the LE (Air Force). Col. ZALKA was replaced by Brig. Gen. SANDOR HAZI as the new Commander of the LE (Air Force).

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

10-55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

25X1

AF FORM 112--PART II
APPROVED 1 JUNE 1960**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 3 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)

in civilian life he had been a tailor. Brig. Gen. HAZI was followed by FERENCZ NADOR who up to that time had been the adjutant of the LE (Air Force). Brig. Gen. SIMICS in turn was replaced by Colonel KAROLY GALGOCZI who later became the executive commander of the OLEP (ADC). Col. GALGOCZI was replaced by Lieutenant Colonel ENDRE SZENTESI, the operations department chief. Lieutenant Colonel SZENTESI was transferred to the Ministry of External Affairs and replaced by Major EMIL HINEK who completed a five (5) year Soviet Military Academy with honors. The LE (Air Force) could be considered the most important branch of armed service in the foundation of the combined command of the OLP (ADC). The LE could be considered as an air force since 1948, at which time it had different types of instructor staffs at its disposal. At MATYASFOLD Airfield (4730N/1912E), the first pilot group was organized. At that time, the only aircraft available were those which were repairable aircraft which were left over from World War II. Among these were the German "ARADO" type aircraft. In 1949, the KILLIAN GYRGY REPULO HAJOZO TISZTI ISKOLA (Killian Gyrgy Pilots Officer School) started to train students. The first unit (the size of a regiment) started its activities at the SZENTKIRALYSZABAJA Airfield (4705N/1758E) which at that time consisted of only a grass strip. In 1950, the 25th Fighter Division was organized at KECSKEMET Airfield (4655N/1945E) under the command of ROBERT SZIJJ. MIG-15 cross training was initiated at KUNMADARAS Airfield (4724N/2047E) in 1951; at the same time, the 66th Fighter Division was organized at KUNMADARAS under the command of ISTVAN MEZOFI. The LE (Air Force) initiated its Fighter Readiness in 1952 from the KUNMADARAS Airfield with MIG-15rd aircraft.

2. FRAGMENTARY INFORMATION ON THE COMPOSITION OF THE AIR FORCE IN 1956:

In 1956, the Hungarian Air Force was almost completely equipped with jet fighter units. Besides these jet units, the SZOLNOK KILLIAN GYRGY PILOT OFFICER SCHOOL, the BUDAORS INDEPENDENT TRANSPORT REGIMENT, and the BUDAORS VASVARI PAL FLIGHT TECHNICIANS SCHOOL were of importance. The Fighter-Bomber Division, the Bomber Division, and the Independent Reconnaissance Regiment were dissolved in 1956. All IL-10 and TU-2 type aircraft were scrapped. The personnel of the Fighter-Bomber Division were transferred for cross training on MIG-15's. Part of the personnel of the Bomber Division were assigned to maintain the four (4) IL-28's (the total bomber force of the LE) in operational condition. Another part of the Bomber Division was well screened and transferred to the BUDAORS INDEPENDENT TRANSPORT REGIMENT, the remaining personnel were discharged. Personnel of the INDEPENDENT RECONNAISSANCE REGIMENT were disposed of in the same manner. The LE fighter units combat aircraft consisted of jet interceptors, namely MIG-15's and MIG-17's. There were two (2) divisions; the 66th Fighter Division located at KECSKEMET, and the 25th Fighter Division located at TASZAR. All LE fighter airfields had concrete runways and were equipped with O.S.Z.P. (Landing and Navigational Aids) System. The KECSKEMET and KISKUNLACHAZA Airfields each had an O.S.Z.P. system check equipment complex. SOURCE believed that with the aid of this complex, blind landings could be accomplished in any weather. The LE (Air Force) was considered to be a branch of the "Peoples" Armed Forces. The Armed Forces Branch Commander was the permanent Commander. He was adjutant to the Minister of Defense in matters concerning his branch of service. Command of the LE as any other position under the Communist system, could not be held by anyone for a long time; this was obvious from the fact that up to 1956, the LE already had had three (3) commanders. Organizationally, there was no political adjutant to the commander of the LE, as the LE had been combined with the OLP. This function was accomplished by a political officer from and appointed by the OLP's political group. Every morning, at 0830, the commander of the LE (or his adjutant) held a "correction" for the command staff and department chiefs; they in turn reported on the last days accomplishments and received new assignments. The position of the LE adjutant could only be filled by a pilot.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-56570-1 34 U. S. GOVERNMENT PRINTING OFFICE

112-PART II

REVISED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 4 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)

The executive officer was considered to be the first adjutant to the LE commander in operational matters. He accomplished all military and staff work with the aid of the operations department, supervised the "job training" of the executive staff.

3. FRAGMENTARY INFORMATION ON THE VASVARI PAL AVIATION TECHNICAL OFFICER SCHOOL

The Vasvari Pal Aviation Technical Officer School was located south of the BUDAORS Independent Transport Regiment's airfield. It was separated from the airfield by the BUDAPEST-GYOR 1st class Railroad line. The duration of the school was two (2) to three (3) years; this depended on how badly technically trained replacements were needed. Whether a student would leave the school as an officer or NCO depended on what type of replacements were needed. This was kept secret from the students; they were told shortly prior to graduation if they would be NCOs. In this case, the student had two choices, either he accepted the rank of an NCO and was graduated, or he refused and was discharged. In most cases, this situation resulted in hard feelings and sometimes almost in mutiny. The average attendance at this school was one thousand (1000).

4. TACTICAL UNITS OF THE AIR FORCE:

The Fighter-Bomber Division, the Bomber Division, and the Independent Recon. Regiment were mentioned in the organization of the LE only to reflect the true picture of the LE's organizational structure. All three of these elements were dissolved in 1956 after the worn out IL-10 and TU-2 aircraft were scrapped and cut to pieces. The Fighter-Bomber Division had been equipped with IL-10's, the Bomber Division with TU-2's and the Independent Reconnaissance Regiment with TU-2 and PO-2 type aircraft. The pilots of the Fighter-Bomber Division were reassigned for cross training on the MIG-15. It was proposed that as the LE was supposed to be equipped with newer type interceptors (such as the MIG-17), the cross trained fighter-bomber pilots should be equipped with MIG-15's. According to the first plan, they would also be fighter-interceptor pilots. Later, it was heard frequently that they would fly ground support missions. On later developments, the cross training was extremely difficult. the aircraft and pilot attrition rate would be high before the pilots broke their IL-10 flying habits. The Independent Reconnaissance Regiment was completely dissolved; its commander became the commander of the BUDAORS Independent Transport Regiment. Of the Bomber Division, only one flight was left in existence; this flight was left as the LE had four (4) IL-28 bombers with trained crews. The flight was left in existence in order to maintain the IL-28s.

5. THE INDEPENDENT TRANSPORT REGIMENT AND THE MI-4 FLIGHT:

This was the largest air-borne unit (following the two Fighter Divisions and the SZOLNOK Airborne Pilot Officer School) after the "rationalization" (abolishment of the Fighter-Bomber and Bomber Divisions). It was located at BUDAORS Airfield (4727N/1859E). It was bordered by the BUDAORSI Repair Shop on the North; the BUDAPEST Turnpike on the east; the VASVARI PAL Airborne Technical Officers School on the West; on the South, it was bordered by the HEV (Helyerdeku Vasut, local railroad) and the BUDAORS Village. The following obstructions had to be watched during take-offs and landings: on the east, the BUDAPEST Turnpike, over which aircraft had to come in very low; on the west, the HEV high tension lines, and a little further on, the TOROKUGRATO (a high rock formation, a hill); on the North was a television transmitter tower (built in 1956) on the SZABADSAG Hill (formerly known as the SZECHENYI Hill); to the south, the NAGYTETENY high-tension towers. The airfield was small for the present requirements. The biggest aircraft which could be landed under extreme care, would be a LI-2 or its equivalent. According to the latest information, it was the responsibility of the INDEPENDENT TRANSPORT REGIMENT to give transportation to the members of the government and to the higher ranking officers of the armed forces.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112-PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 5 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)

For this purpose, there was a specially furnished LI-2 aircraft; this aircraft was commonly known as the "kormany teve" (government camel). It was serviced by Soviet personnel; the chief pilot was Colonel GUSZEV; he flew RAKOSI to MOSCOW when he (RAKOSI) had to resign and was officially recalled to MOSCOW (even though he was very much afraid of the "MOSCOW sickness"). The Hungarian Committee which was sent to participate in the accomplishment of the Warsaw Military Pact, had also been transported by the Independent Transport Regiment; the pilot for that occasion had been Captain JANOS TOTI (who at that time was commander of the INDEPENDENT TRANSPORT REGIMENT.) When high ranking officers went on their vacation with their families under the "exchange vacation abroad" plan with Czechs, Rumanians, Bulgarians, and Albanians, the INDEPENDENT TRANSPORT REGIMENT took them back and forth. They were transported by Hungarian personnel. The Independent Transport Regiment was also responsible for the transportation of materials in and out of Hungary. Of these flights, the one to Czechoslovakia were of importance; they transported anything that would fit in an LI-2. The Regiment also transported the LE fighter pilots to the cooperating Czech, Rumanian, and Karpas-Ukrainian airfields. SOURCE personally visited the Czech and Rumanian fields. For the transportation of one or two persons they used AERO-45 and YAK-12 type aircraft. For the mapping of Hungary and its border areas, the Regiment was equipped with LI-2 aircraft and specially trained personnel. This mission was under the supervision of Colonel GERSI, who prior to this mission had been very familiar with the topography of Hungary. The Regiment supplied target aircraft (on request) for the calibration of AAA radar and other radars. In most cases, an officer of the requesting unit was present on the aircraft. For the calibration of the AAA radar net Sen. Lt. INRE KALCSICS usually was the AAA representing officer aboard the target aircraft. The Regiment supplied aircraft for the parachute jumps of the LE airborne and pilot personnel. For this purpose, they also had a specially trained crew that accomplished the mission in compliance with the directives of the Parachute Service Chief. On special occasions, by order of the LE Headquarters, it would transport (instead of the "eu mentoszolgalat", (public health ambulance service) a patient. During the floods, rescue work was directed by reconnaissance aircraft supplied by the TRANSPORT REGIMENT. When it was impossible to approach the victims, food and life saving belts etc. were dropped by the TRANSPORT REGIMENT. It transported the inspecting groups of the LE and OLP to the units to be inspected. In 1956, the Regiment received four (4) MI-4 type Soviet helicopters; the training of the pilots and technical personnel was under the supervision of Soviet personnel. Most of the Regiment's personnel had been transferred from some other airborne unit for medical or other reasons. After the Fighter-Bomber, Bomber Divisions and the Independent Reconnaissance Regiment had been dissolved, there was some confusion personnel wise. After careful screening, the airborne and technical personnel were reorganized. They tried to keep personnel who were best suited for the overall mission and to eliminate those that were less suited. Thus the quality of the airborne and technical personnel was improved even though every commander had a few friends whom he saved. Besides all of the aforementioned missions, the INDEPENDENT TRANSPORT REGIMENT accomplished the training of its own personnel in compliance with the "Training Plan" (advanced theoretical and practical training).

6. TRAINING DEPARTMENT:

The Training Department was one of the largest and one of the most important departments of the LE (Air Force) headquarters. Its primary mission was to direct, supervise, and record the combat training of the airborne and pilot personnel of the LE. Combining the information on available equipment, supplies in the LE, and the directives and demands of the Defense Ministry, it worked out the "LE Training Plan for the 1956... Training Year". The TRAINING DEPARTMENT was aided by all other department in accomplishing the training plan as it contained the training requirements of all LE personnel. It also accomplished the "LE Yearly Perspective Plan for the

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55670-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112-PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

PAGE 6 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

195..%. Training Year" for all airborne personnel. This plan was attached to the afore mentioned plan. The Training Department worked out the different technical and safety measures in the airborne and technical fields. It organized combined "flight days" for the commanders of the different divisions and independent regiments. It evaluated training methods. The Training Department maintained extensive records for each individual (by name) in all units for each problem accomplished by all airborne personnel assigned, including the evaluation of accomplished training problems. It kept separate records on all ground, gunnery, navigation, O.S.Z.P. (Navigational Aid), and all other required flight training missions; all accidents, and the pilot classes (ratings). It prepared discussions about current events for the guidance of personnel; prepared questionnaires and examinations for the upgrading and reclassification of personnel. It participated in the job supervision of the LE Headquarters reviews. It prepared monthly work plans which were approved by the LE Commander; planned missions were accomplished in accordance with the work plans.

a. The Planning Officer:

The Planning Officer was actually the adjutant to the Training Department Leader. Even so, he did not have much to do with the work of the different observers ("flight days", training evaluation, LE Headquarters reviews). Eventually, the PLANNING OFFICER was placed on the same level as the Observers, and thru common understanding and cooperation, they aided each other. PLANNING OFFICERS were changed quite frequently. For example, in 1953, Major BELA TOROK (the present Executive Officer of the KECSKEMET 66th Fighter Division) had been the LE Planning Officer. He was replaced by Lt. Col. LASZLO HAMORI (the present Duty Commander of the 2nd Group working in the OLP's Central Command Post).

b. Airborne Fighter Technical Observer:

This was one of the most valuable technical branches of the LE. It aided in the planning of the airborne training, the accomplishment of the training, and improved airborne techniques through constant supervision. As there were two (2) fighter divisions in the LE, there were also two (2) AIRBORNE FIGHTER TECHNICAL OBSERVERS. Each division was assigned to one individual and they were responsible that the divisions adhered to the prescribed flight techniques. They were responsible for logging and insuring that the different missions and inspections are accomplished.

c. Airborne Bomber Technical Observer:

The Airborne Bomber Technical Observer's mission was identical to that of the AIRBORNE FIGHTER TECHNICAL OBSERVERS. The differences in their jobs were only those which could be traced back to the different characteristics of a bomber. The original AIRBORNE BOMBER TECHNICAL OBSERVER crashed near the "Distant Direction Giving Tower" (DF radio beacon) at KISKUNLACHAZA (4711N/1904E). He would have been Hungary's first (1st) class bomber pilot. As the LE had no qualified instructors in this field, he was teaching himself. He crashed during one of the "self training" O.S.Z.P. (Navigational and Landing Aid System) night missions while making his final approach. He was accompanied by Sen. Lt. MATE, who had been one of the best navigators at the LE Headquarters. Both died instantly. He was replaced by Major KASZAS who was required to maintain a separate log on his supervision.

d. Aerial Gunnery Leader:

The mission of the Aerial Gunnery Leader was to supervise training, demonstration techniques, and evaluation of aerial gunnery (ground and airborne targets alike) with built-in fixed weapons. He was primarily concerned with the evaluation of fighter gunnery practices on ground and tow-targets, and the evaluation of

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

PAGE 7 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGXERO)

aerial combat gun camera films. Until 1955 Captain FARKAS had been the Aerial Gunnery Leader. He had been an old (Horthy) air force officer. His qualifications were so highly valued that he was not permitted to fly, but as soon as the LE produced a pilot with equal qualifications, he was immediately discharged from the LE. The AERIAL GUNNERY LEADER kept a separate log on his different required supervisory duties.

e. Parachute Service Leader:

All LE units down to the size of a regiment have "parachute handling personnel". This service was usually rendered by one officer and some enlisted men. According to four (4) regulations, all airborne personnel were required to make two (2) practice jumps per year. These jumps were preceded by ten (10) days of combined theory, gymnastics, and parachute packing. The adherence to this, and the correct storing and packing of parachutes was the primary mission of the PARACHUTE SERVICE LEADER. The PARACHUTE SERVICE LEADER was also responsible for the parachute service at the KILLIAN GYORGY Airborne Pilot Officer School (prior to graduation each student made two "static line" jumps from 800 meters). Hungary had one parachute battalion until 1955 but it was dissolved due to the cost of its upkeep. Some of the men were transferred to the LE into the parachute services of different units and the remainder were discharged. This battalion had been part of the infantry.

f. KILLIAN School Observer:

There were two (2) observers at the KILLIAN GYORGY Pilot Officers School. The two positions were equal; one position was for the "theory" observer who did not necessarily have to be a pilot; the other position was for the observer concerned with the "actual" flight training and was trained on trainer type aircraft. (SOURCE was not familiar with these positions and could only assume them to be so).

g. LE Sport Conducting (PTA) Officer:

In the LE, all units down to regimental size had their own sport officer. The LE Sport Conducting (PTA) Officer was the leader of the "Training Sports" and "Gymnastics" branches. Organizationally, he was assigned to the Training Department. He worked out the training methods and requirements pertaining to his branch which became part of the "LE Training Plan". He obtained, distributed, and issued all sports equipment for all LE units. He paid special attention to the physical training of airborne personnel. He conducted the required PTA exercises for LE Headquarters personnel. He handled the sport trophies and medals and maintains sport and PTA records; he handled the LE sport periodicals and their distribution; organized and conducted the advanced training of the Sport Officers of the different LE units. His main difficulty in accomplishing his job was due to the lack of required funds. Quite frequently, an event had to be cancelled due to lack of funds for transportation. This also made it difficult to find contestants for sport events. In order to have an official referee, he frequently had to ask one of his friends to do this for him as a personal favor as he had no money to pay for their services.

7. OBSERVER SUBDEPARTMENT:

The reason why the Observer Subdepartment was not part of the Training Department was that it had such a widespread mission that it required a separate department. Prior to the discontinuation of the different divisions of the LE, this had been a separate department. Following the example of the 1955 "saving campaign" of the Soviets, the Hungarian government organizations were decreased in size under the excuse of "saving". This saving consisted of a decrease in manpower and not in workload, so actually, the workload per person was increased as fewer persons had to accomplish the same job. The number of positions and officer personnel working in

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

18-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 8 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

them (in the LE) were decreased. The workload did not only remain the same, but in most instances increased. For example, the number of staff cars was also decreased; assuming that the "General-Observer" (the Observer Subdepartment Leader) wanted to inspect an airborne unit, he had to go by train, and the trip ticket for which he received the railroad ticket had to be signed by the LE Commander before it could be issued (this used to be signed by an NCO in the old Air Force). The mission of the OBSERVER SUBDEPARTMENT was to supervise, direct, and plan all work of pilot units and pilot personnel pertaining to navigation; the preparation and dissemination of "Navigation Safety Rules"; the advanced training and evaluation of the different units' Observers. The Subdepartment also had to maintain a separate record on the completion of navigational problems, and to pay special attention to the accomplishment of the O.S.Z.P. (Navigational and Landing Aid System) training problems; inspect the pilots' navigational charts, their handling and usage, their storage under proper safeguard and the accomplishment of the different navigational tables. The Subdepartment was charged with the responsibility of being familiar with the location and pertinent information on all Hungarian and "cooperating" nations' airfields.

a. Pilots' Navigation Observer:

This position had been taken seriously since 1955 when the number of pilots being who lost their bearings increased suddenly. Usually the young fighter pilots were those who lost their bearings quite frequently. The mission of the Pilots' Navigation Observer was to insure the pilots' ability to navigate and to prevent "lost" aircraft and incidents resulting from lost aircraft; to prepare "charts" about the operational characteristics of used aircraft types; the maximum utilization of all characteristics; prevention of aircraft being lost; methods of establishing bearings if lost; the preparation of up to date navigational directives and discussions and their dissemination to pilot personnel. The Pilots' Navigation Observer also had to inspect the "draft" of air operation target intercept exercises insuring that the operational characteristics of fighters had been properly considered.

b. Airborne Navigation Observer:

The Airborne Navigation Observer was another of the important positions in the Observer Department. All Observers (Navigators) of the LE came under his jurisdiction. He was primarily concerned with the bomber and reconnaissance pilot-navigators. His present mission was to supervise the training of the BUDAORS Independent Transport Regiment, the Bomber Flight, and the students of the KILLIAN School. Also, to insure the correctness of the "draft" of the air operation target intercept exercises, and to insure the readiness of the "target" aircrafts' navigators, and to start the "target" aircraft on time during the exercises thru the LE "Cross-Flight Department". (flight plans, etc. were handled by this department.)

c. Map (Expert) Officer:

Organisationally, the Map (Expert) Officer was assigned to the Observer Subdepartment. His mission was to satisfy all map requirements and insure the available supply of maps was adequate; to maintain a record (by number) of all issued maps; to take an inventory and to inspect their actual existence periodically; to burn and make a destruction certificate on all obsolete and unusable maps. In his spare time, he performed all incidental work given to him by the Observer Subdepartment.

8. CROSS-FLIGHT DEPARTMENT:

The Cross-Flight Department played the role of "air" police even though its work was mainly administrative. This consisted of the collection of flight (take off) requests; their forwarding to the LE commander for his signature and approval thereby

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-56070-1 "U. S. GOVERNMENT PRINTING OFFICE

25X1

25X1

AF FORM 112 - PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 9 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

for accomplishment of the mission. It informed the requesting organizations upon approval of flight requests. It kept track of all flights within the nation and informed the "Observing and Reporting Service" units (AC&W units) through its "dispatchers" (Identification technician who worked at regimental and division level, have direct communications with the Cross-Flight Department, Central Command Post, and each other). Through the different units' "Dispatcher Service", the CROSS-FLIGHT DEPARTMENT received the time when the flight started, ended, take off and landing times (according to mission, there might be more than one take off and landing time for each flight), violations, deviations from given flight routes, "lost" aircraft, and air incidents (if an aircraft became lost and found its bearings, for example, over TASZAR (4622N/1754E) and requested permission to land, then this would not be an "air incident"; on the other hand if the pilot would not be able to identify the field that he was going to land on, then it would be considered an "air incident"). All this information was recorded in separate logs and reported to the LE commander. It followed the directives of the LE commander. The Cross-Flight Department maintained three 1:200,000 "general air situation" maps on which all "forbidden" areas such as border zones, ground and aerial gunnery ranges, etc. were indicated. It recorded the status of all airfields and upon request declared any airfield to be a reserve airfield (reserve airfields were used in the following manner: from TASZAR to KISKUNLACHAZA, for example, the pilot could request that any or all airfields which were near his flight route be on standby status in case of an emergency or adverse weather; also that the OS&P and DF equipment of any or all nearby airfields be turned on while he was flying his mission. Upon receiving a request the CROSS-FLIGHT DEPARTMENT would notify the airfields concerned and then inform the pilot that the airfields were notified, and they would also inform the pilot of the status of the airfields and the status of the equipment at the airfields). It issued directives to have police (voice ground DF station which gave, upon request, a heading which would bring aircraft over the station), OS&P (Navigational and landing aid system), and DF equipment turned on; informed the central command post about violations. It was required to cooperate with division command posts in the identification of targets. As part of the cooperation plan, it maintained relations with the dispatcher service of the tenant Soviet units demanding their requests for take-off permissions and adherence to flight rules. (Within twenty (20) days in 1955, the LE made thirty-eight (38) intercepts on Soviet violators. Among these was the Soviet government committee under the leadership of KHRUSHCHEV, whose plane was forced down at TASZAR as the flight had not been announced. A plane of the Polish government carrying members of the "Central Party Committee" and the government was forced down at FERIEGY Airfield (4726N/1914E), the passengers ate their secret documents while the aircraft was being forced down as they were afraid to start a fire and believed that Hungary was in a state of revolt already). The CROSS-FLIGHT DEPARTMENT designated air corridors and initiated flight safety directives. Per order of the Ministry of Defense, it gave advanced (24 hours) notification to the Yugoslav Consulat on border area flights since the spring of 1956. The Yugoslav Consulat accepted flight plans scheduled for next day until 1200 hours. This was done in the hope that the Yugoslav-Hungarian Air Forces' cooperation pact could be accomplished at a later date.

a. Duty Officers:

Like the Central Command Post, the CROSS-FLIGHT DEPARTMENT had three (3) "duty groups" which rendered a twenty-four (24) hour a day service. The duty officer was the commander of his duty group, and in the absence of the CROSS-FLIGHT DEPARTMENT Leader, the Duty Officer on duty acted in his place in matters which could not wait. In the absence of the Department Leader (leave, sickness, etc.), he was represented by one of the duty officers who had seniority in rank and who was also designated by the LE commander's order organizationally for this position.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-56870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 10 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEG I-PRO)**b. Duty Interpreters:**

There were duty interpreters in the CROSS-FLIGHT DEPARTMENT and they worked three (3) shifts and rendered twenty-four (24) hour a day service (24 hours on, 48 hours off). They were officers. Their mission was to handle and coordinate flight matters of the tenant Soviet units insuring that Hungarian air space and flight rules were not violated. Besides the tenant Soviet units, they also handled the neighboring nations.

c. Duty NCOs:

There were also duty NCOs in the CROSS-FLIGHT DEPARTMENT. Their mission was to maintain relations with the rural airborne units' dispatcher service, to receive and log all reports on take offs and landings. Actually they were doing liaison work. They also plotted the different electrical reports on the air situation maps and replotted the requested routes of different units. The following were duty NCOs:

- (1) T/Sgt ARPAD NAGY
- (2) S/Sgt BUKOVSKY
- (3) S/Sgt POLAK
- (4) T/Sgt PALEFFI
- (5) S/Sgt TEZL
- (6) T/Sgt TIBOR NAGY

d. Teletype Communications:

For the information of all units and observing and reporting units (AC&W units), all reports on take-offs and landings received in the CROSS-FLIGHT DEPARTMENT were relayed by teletype. For this purpose, there were two (2) teletype machines in the CROSS-FLIGHT DEPARTMENT. Personnel operating and maintaining this equipment were supplied by PF4611. They were enlisted men trained in communications. The noise made by these TTY sets disturbed everyone that worked in the CROSS-FLIGHT DEPARTMENT; there were many complaints about this.

9. FIGHTER-COMBAT-READINESS OBSERVER GROUP:

When the LE was still an independent branch, there was no group like the FIGHTER-COMBAT-READINESS OBSERVER GROUP in its organization. At that time, the mission of this group had been accomplished by one (1) person. Organizationally, he had been the representative (adjutant) of the LE commander in matters pertaining to fighter air defense readiness. With "undisputed authority", he had handled all LE combat readiness matters from fighter pilots through the command post (Headquarters LE Direction Center). After the LE was combined with the OLP, many people who had no business to, were permitted to meddle with the LE and its fighter combat readiness. The Central Command Post was directly assigned to Headquarters OLLRP. Even though this position was not abolished but expanded to include one (1) fighter pilot, one (1) command post navigator (controller), and one (1) radar observer, they were unable to supervise the Central Command Post (which is part of the OLLRP) as they were organizationally assigned to the LE which was a subordinate unit of the OLLRP. This was the cause of discord in the Hungarian air defense system. For example, the FIGHTER COMBAT READINESS OBSERVER GROUP planned the target intercept exercise missions for the LE fighter units, while the OLLRP Operations Department planned the "Ministry" and other inspection exercises. Thus it happened that [redacted] refused to go through with badly planned exercises just before they were supposed to start, and changed others when the Central Command Post (for its inspection) had no prior notification on grounds that the exercises would endanger equipment and the life of the pilots. When [redacted] held responsible for his actions, he proved that the exercises had not been planned properly; that neither the LE or the aircraft types' operational and

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 24

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 11 OF 31 PAGES

combat characteristics had been properly considered. These were the conditions under which the FIGHTER COMBAT READINESS OBSERVER GROUP worked. Due to the limited space in the OLP building (which originally had been built for a barracks and not for a ministry) this group moved constantly; practically every month. The nature of its mission was defined by its title: FIGHTER COMBAT READINESS OBSERVER GROUP. Its mission was the continuing improvement of "national air defense combat readiness service"; the further training of "Command Post" personnel in different aircraft control techniques; the preparation and dissemination of directives and regulations; the recognition and elimination of mistakes through constant supervision; to work out the time norms (minimums and maximums) for combat readiness alerting, take off, climb, etc.; to investigate noncompliances and make recommendations to the LE Commander; to inspect the Command Posts training, the correct maintenance and safeguard of classified "combat" and "missions" documents; to coordinate the work of the fighter pilots and the Command Post personnel (recognition of each other, study of commonly known "fighter directing" code words, the publication of tables about the different airfields and aircraft types, traffic and operational characteristics, etc.); to make recommendations about the Command Posts' personnel, to delite or establish auxiliary Command Posts; to aid with all its means the national air defense combat readiness and to continually improve it.

a. Fighter Pilot Observer:

The Fighter Pilot Observer was the senior officer in rank in the group after the Commander (Fighter Combat Readiness Observer Group). He was also the deputy commander of the group. This position could only be filled by a jet fighter pilot. His mission was to take care of all problems of air defense readiness pertaining to fighter pilots and fighter aircraft. [redacted] it was planned that the observer would also supervise the action of scrambled aircraft (fighters) in flight. [redacted] this had not been accomplished.

b. Command Post Navigator Observer:

The mission of the Command Post Navigator Observer was to supervise all LE Command Posts and Auxiliary Command Posts, and to pay special attention to the "fighter-directing-observer" officers (controllers); to plan in compliance with the directives of the Group Commander (Fighter Combat Readiness Observer Group), the target intercept system exercises; to try to participate in the exercise in one of the interested Command Posts. It was his duty to continually improve the target intercept techniques. He had to be especially familiar with the characteristics of the MIG-17PF control (ground control).

c. Radar Observer:

The mission of the Radar Observer was the same as that of the other two observers concerning the fighter directing radars at the different fighter units. The radars of the observing and reporting service (AC&W) and AAA units were not part of his responsibility. Even though in air defense radar was one of the most important factors, it could be said that it was neglected in Hungary. Most radar operators were inexperienced as they were "line soldiers" (Enlisted Men) who were discharged after one (1) to two (2) years of service. Besides that the radar sets were worn out; for example the Szeged Ot Halmi "Observing and Reporting" post's P-20 (which was also the Auxiliary Command Post of the 66th Division) had, in early 1955, 20,000 hours, and a P-20 was only supposed to render satisfactory service for 2000 hours.

10. COMBAT OPERATIONS DEPARTMENT:

As the LE was combined with the OLP, the Combat Operations Department lost most of its importance. The value of those assigned to this DEPARTMENT also diminished. Both the OLLEP's and the LE's COMBAT OPERATIONS DEPARTMENT inspected the rural airborne units. As the cooperation between the two departments is very poor, their work

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112-PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 12 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)

was not coordinated. This produced difficult situations of each inspecting group sometimes had different ideas on how something should be accomplished. As a result of this, they were not taken seriously by the units. The mission of the LE COMBAT OPERATIONS DEPARTMENT was to accomplish all LE staff combat operations work; to supervise the work of all staffs of the LE's units pertaining to combat operations and documentations of same (for example, organization of guards and service rendered, combat operation training, small arms firing, accomplishment of alert plans and alert training, etc). They supervised chemical defense (CW) training, even though SOURCE did not know of any officer having been organizationally assigned to this department just for that purpose. [redacted] there was only one (1) CW officer in the OLP combined Staff who handled the chemical defense matters for both branches through his appointed chemical defense officers.

a. Combat Operations Presenter (Foreman or Executive):

[redacted] there were few (2) "Executives" organizationally in this department, but that there might be more. The senior in rank "Executive" represented the Department Leader in his absence. The senior in rank "Executive" was called the "Chief Executive".

b. Photography Executive - Photo Lab:

The Photography Executive was the executive of all photo technicians assigned to the various units of the LE. Besides this job he was also used to accomplish combat operations work. He approved the different units requirements for photographic materials. To satisfy the photographic needs of the LE Headquarters, a photo laboratory was assigned to him. The laboratory was located at the MATYASFOLD Airfield (4730N/1912E) in one of the Airborne Technical (Supply) Depot buildings. This was also where LE Photo Technicians were trained (LE Photo Tech School).

11. RECONNAISSANCE SUBDEPARTMENT:

The Reconnaissance Subdepartment cooperated closely with the Combat Operations Department. Its mission was to collect the military secrets of other nations and to be able to give explanations to questions arising on the basis of obtained information. It could order all important foreign periodicals and compile a list of desired items which it submitted to the Ministry of Exterior Affairs. The number of these items was cut down considerably in 1956 in order to save on expenditures. They were maintaining an air situation map of Europe and the Near East indicating all airfields and military air bases they had knowledge of. They tried to establish "systems" in the foreign flights; they made observations, observing all flights outside the border including scheduled civilian airline flights. Due to the nature of their job, they had their own photo lab where they did all the work themselves, and they were the only persons who are permitted to enter the photo lab. They were familiar with the different NATO exercises, how they were accomplished, and the evaluation of same. In 1955 they had pictures of the first Yugoslav made jet fighter. They had knowledge of the four (4) F-86 USAF jets which arrived for the training of fighter pilots in Yugoslavia.

12. AIRBORNE WEATHER REPORTING CENTER:

The Airborne Weather Reporting Center combined the findings of all military weather stations. It exchanged its findings with the "Orszagos Meteorologiai Intezet" (National Meteorological Institute), with which it closely cooperated. It exchanged its findings at specified times, with the Czech, Rumanian, Carpath-Ukrainian military weather centers. It also cooperated with the different civil airlines and sport organizations. It gave weather information to the tenant Soviet Air Forces. Upon request, it gave weather information any time. It was required to give advise to

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 13 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGL-ERO)

the LE Cross - Flight Department and the Central Command Post about flights and scrambling of aircraft (fighters) for each and all airfields and aircraft types from the weather standpoints of view. They had no authority to permit or cancel flights, but they did have to warn and give advice to the individual commanders (of airborne units) on the basis of their "synoptic maps" and weather information they had received. This had been doubly enforced as it was realized that most of the "lost" aircraft (aircraft losing their bearings) and air incidents resulted from weather reports being ignored.

13. ENGINEER DEPARTMENT:

The Engineer Department was the largest technical branch of the LE. Its mission was composed of everything technical which pertained to flying within the LE. There were from twenty-five (25) to thirty (30) technical officers in this department. In almost all branches pertaining to the latest jet aircrafts, there were Soviet advisors in this. Some of the engineers in this department were graduates of Soviet military engineering academies; some were graduates of Hungarian military engineering academy; but most were those officers who obtained their technical knowledge through long experience in the service. These men who had obtained their engineering degrees through practical experience were the most valuable men to the LE. Even though they were accomplishing the most difficult jobs, they were the poorest paid engineers in Hungary. For example, the former Chief Engineer of the LE requested his transfer to become the Head of the Directors of the "Festvideki Gepgyar" (near TOKOL Airfield) because he would receive better pay and have less responsibilities. When the LE was combined with the OLP and LE headquarters moved to the OLP building from its former location at Budapest Balaton-utca, there was no room for the LE "Material Command" (Hadtap Szolgalat) and Engineering Department in the OLP building. Consequently, they were located in a block in the XI district of BUDAPEST defined by AGA and IBRAHIM streets (the building had once been a muns' monastery). Due to this separate location, the LE and its Engineering Department started to drift apart. The lack of cooperation became so bad that something had to be done about it. The already uncomfortably crowded departments were further compressed and moved together, and the LE Engineering Department was relocated in the OLP building. This move resulted in the desired cooperation and everything returned to normal. It was the mission of the ENGINEERING DEPARTMENT to insure that full time air technical supply requirements were satisfied. For this purpose, it collected from time to time the requirements of the airborne units. This phase of its mission was very difficult and its requirements had to be submitted a year ahead of time as the LE was mainly equipped with Soviet type aircraft and other flight supporting equipment for which supply items were very hard to obtain. Lately, some items could be obtained from the Czechs but those items were not too important (the CZECHS were manufacturing JAK-11 and MIG-15RD type aircrafts, and items like auxiliary tanks for the MIG-15 could be obtained from them). The yearly requirements submitted to the USSR were usually delivered containing approximately seventy (70) percent of the original requirements. The Soviets determined which items were to be red-lined. They also determined the financial conversions. For example, a MIG-15' value was one million Forints. This sum had to be paid not in money, but in materials and products designated by the Soviets at a price they designated also. The price of the world famous MAVAG 424 Railroad Locomotive was determined by them to be 20000 Forints, while at the same time the wooden crate in which the MIG-15 was transported cost the same, that is, 20000 Forints. In other words, for each MIG-15, they wanted fifty (50) MAVAG 424 Railroad locomotives. The CZECHS did the same thing but they were primarily interested in food. The first time any item was received, a Soviet technician came with it. Besides all this, the non-availability of materials was very acute and depressing. Even though all aircraft parts had a prescribed operating time after which it was supposed to be replaced, in

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-56570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 14 OF 31 PAGES

25X1

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

most instances, this was impossible. To bridge this difficulty, the operating time of the individual items was extended by different technicians at their own risk and their re-use authorized. The number of air catastrophes was desperately high. There were days when from five (5) to six (6) aircraft crashed. The investigations always proved that it was the fault of the pilot (who died). For this reason, the pilot personnel and the ENGINEERING DEPARTMENT completely disliked each other. The VASVARI PAL Airborne Technical Officer School was under the complete jurisdiction of the Engineering Department. Teaching and training of students was in compliance with the directives of the ENGINEERING DEPARTMENT. They also directed the different advanced technical training at the divisions, but in most instances they give the advanced training for the selected students at the Technical Officer School. The ENGINEERING DEPARTMENT maintained the records on all available aircraft in the LE as pertained to operating time, operational capability, etc. It actively participated in the examination of pilots and airborne personnel in flight technical areas. It prepared the different technical and maintenance directives and safety measures. The ENGINEERING DEPARTMENT accomplished its mission in compliance with monthly "inspection and work plans" which were approved by the commander of the LE. Every morning at 0900, the ENGINEERING DEPARTMENT Chief, or his representative, reported to the LE commander for "orientation"; this did not mean that during the day he could not turn to the commander for advice, or that he was not called in to the commander. The ENGINEERING DEPARTMENT maintained liaison for the LE with the different companies which produced material for the LE. Under its supervision were a number of factories which repaired different types of aircraft. At these places, they are represented by from two (2) to three (3) liaison and acceptance officers. After an aircraft had been accepted by the acceptance officer, it was tested by Captain GYULAI, the "independent test pilot; after he tested the aircraft, the unit to which the aircraft belonged could accept it. There was an "Improvement Committee" in the OLP whose mission it was to promote the popularity of improvements; to inspect the submitted advice on improvements; to check their correctness and usefulness, and the possibility of nation wide use. If an improvement was accepted, the submitter received a sum of money as a reward (in 1949 while working at the GANZ Electrical Equipment and Switches Factory, SOURCE solved the problem of production of high tension ceramic insulators, GOLIAT type, which up until then had to be obtained from Switzerland; for this "improvement", SOURCE received 200 Forints). Brigadier General JENO HAZAI, who in October 1956 became the first assistant to the Minister of Defense (the Commander of the Armed Forces Political High Group, had been an eminent supporter of the OLP's Improvement Committee). This was how the KUTASI: SAGE type AD complex) and many other important "improvements" came into being. The head of this committee had been Captain SZEREDAI, one of the LE Engineers, whose technical position SOURCE was not familiar with. (SZEREDAI and KUTASI were good friends.

a. Radio Engineer:

The Radio Engineer was concerned with all airborne and ground-to-air radio facilities, (Point-to-Point ground radio facilities were maintained by the Híradósok (News-reporting-Communications personnel) and the LE RADIO ENGINEER is not concerned with them). The work load was divided among the engineers working in this branch of the Engineer Department; they accomplished their work under the direction of the LE Chief Engineer. The work to be accomplished within their own branch was worked into the "monthly work plan" of the Engineer Department. The Chief Engineer receives his daily guidance from the LE in the same manner; he in turn a daily "briention" to his branch chiefs about unforeseen or new developments in the monthly work schedule.

b. Special Engineer:

The Special Engineer accomplished his work in the same manner as the

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

10-55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

25X1

AF FORM 112--PART II
APPROVED 1 JUNE 1949**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 15 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGIERO)

Radio Engineer except that his area of responsibilities differed. He was concerned with all aircraft instruments, and safety devices with the exception of the ejection seat. He had important responsibilities. It took accuracy and knowledge to permit the extension of use of a Mach number indicator or a IGZ (exhaust gas thermometer), or for that matter any other instrument past the prescribed length of operating time. All responsibilities were that of the authorizing SPECIAL ENGINEER in case of failure. Another touchy problem for the SPECIAL ENGINEER was the oxygen system (high altitude breathing oxygen), the over use of gauges, masks, etc.

c. Weapons Engineer:

The Weapons Engineer carried out his duties in the same manner as the other engineers. He was concerned with airborne weapons, bombs, ammunition, etc., including everything which was connected with the fire control in aircraft, such as gun sights, gun cameras, bomb sights, ammunition counters, equipment for towing tow-targets, etc. He insured the operational safety of all this equipment and worked out operating and safety directives; also supervised the training of personnel. For the training, he insured the availability of weapons and ammunition. He was also responsible for the ejection seat systems. The monthly inspection and check out of ejection seats were part of his monthly work plan. His staff consisted of officers who were concerned with the different weapons systems under his direction.

d. Air Frame Engineer:

The Air Frame Engineer's position had considerably grown in respect and importance since the LE had acquired jet aircraft. The many directives which were translated from Russian had increased his workload and responsibilities tremendously. This was natural as most of the repairable damages were on the air frame, or parts of the air frame such as landing gear, surface sheets, auxiliary tanks, air and hydraulic systems, brakes, etc. The repair of air frame components was covered by very strict directives. For instance, if the wing of a MIG-15 was damaged, the only way it could be repaired was for both wings to be replaced. The replacements of one wing was not permissible under the existing regulations even though the repaired wing would be within tolerances measured with a "Theodolit". (*) (disregarding this,

aircraft had only had its left wing replaced after a mid-air collision; and another that had only had its right horizontal stabilizer exchanged from a demolished aircraft). Even though the slogan of the Communist Party was, "the highest value is that of man", they had to operate by the Hungarian proverb, "necessity breaks laws". As a result of this, buried twenty-six (26) personal friends and fellow pilots.

e. Engine (Power Plant) Engineer:

The Power Plant Engineer had under his jurisdiction all the power plants of the different types of aircraft starting with the simplest five piston star engines to the latest RD-45 and VK-1 jet engines; the use, maintenance, inspection, replacement of parts, and supply of parts for all engines. He also maintained a separate record on all of the above engines and parts. He accomplished his work with the aid of his staff of officers among whom the work was divided into separate phases. He directed the training of the students at the KILLIAN GYORGY Airborne Officer School; the VASVARI PAL Technical Officer School; and also the training of the LE personnel at the different units who were concerned with aircraft engines. He had at his disposal for this purpose a very large number of engine (reciprocating and jet) cross sections, cross sections of parts which were used as visual training aids. These cross sections were prepared from parts which were left from the many air-incidents (crashes) of the LE. For the training of the 25th and the 66th Fighter Divisions, there were two (2) complete (one each for each division) jet engines set up which

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55870-1 ★ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART III
11 PROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

25X1

PAGE 16 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEG I-ERO)

could be "operated" so that the function of the parts could be observed.

14. AIRCRAFT REPAIR FACTORIES, SHOPS, AND COMPANIES WORKING FOR THE LE:

These concerns worked not only for the LE but also for the different sport flying clubs. To avoid any misunderstanding, it was mentioned that in Hungary it was impossible for anyone to own or operate aircraft for himself personally, not even a glider. The factory and other sport flying clubs were in one way or another government owned; either they were under the control of the Party or controlled by some trade union. Such an organization as this was the MRSz. (Hungarian Flying Association - Magyar Repulo Szovetseg, which was formerly known as the OMRE / Oraszagos Magyar Repulo Egylet - National Hungarian Flying Combine). For example, the highest political officer, the first assistant of the president of the MRSz, had been Lt. Col. VARKONYI (the former Political Assistant Commander of the 66th Fighter Division). Larger companies were allowed to have a glider sport flying department; such a department was the BUDAPEST MAVAG Glider Sport Flying Department. The sport flying departments could have gliders, engine driven planes, or parachutes jumping departments. The planes of these flying departments were repaired by one of the aircraft repair concerns which worked for the LE; they were under military inspection. These repair concerns were under one of the Ministries of Industrial Affairs; either under the "Light Industry" or the "Foundry and Machine-Industry" Ministry. Members of the LE Engineering departments (military engineers and technical officers) were placed at these concerns for the supervision of work being done on LE equipment.

a. MATYASFOLDI Flight Material (Tech Supply) Depot:

The MATYASFOLDI Flight Material Depot was partially under the OLP's Material Command (Hadtap SZolgalat), and partially under the LE. Even though it employed many civilians, it was completely under military control. It stored large amounts of materials; there were shops for all the technical work to be accomplished. Among the items this depot supplied were facilities for Command Posts (Direction Centers, ACW), tow-targets and towing equipment for tow-targets, training aids, cross sections to be used as visual training aids, etc.

b. BUDAORS Repair Shop:

The BUDAORS Repair Shop was located on Budaorsi ut in the north corner of the Independent Transport Regiment's airfield. SOURCE was not sure whether they belonged to the LE or also to the KGM (Ministry of Foundry and Machine Industry). They only repaired military aircraft, namely YAK-11 (OELIV), Aero-45, LI-2 (TEVE), and "ARADO" (World War II German aircraft) type aircrafts. The whole shop was located in two (2) hangars. SOURCE did not know more about the shop as he never had been there.

c. FEHERVARI Repair Shop:

The FEHERVARI Repair Shop was located at SZEKESFEHERVAR (4712N/1825E), probably on one of the former fighter bomber airfields. SOURCE did not know more about it as he had never been there. It was possible that the shop was only under the LE or also under the KGM (Ministry of Foundry and Machine-Industry). It used to work only for the LE. It was possible, however, that since the IL-10 and TU-2 type aircraft were scrapped by the LE, it repaired small engine driven and glider aircraft.

d. ESZTERGOM Repair Shop:

The ESZTERGOM Repair Shop was located south of the ESZTERGOM (4747N/1845E) on a grass airfield. The shops were located in pavilions. It was under the KGM (Ministry of Foundry and Machine-Industry), but the repair of military aircraft was under the control of the attached LE officers who also accepted the repaired aircraft. The ESZTERGOM Repair Shop had three test pilots, all of which were former

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

10-00070-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

25X1

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 17 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

LE pilots. It repaired YAK-12, ZLIN 381, YAK-18, LH-2, and SZOKOL trainers, and courier aircraft. Fiesler Schtorch, Buekner type engine driven, and different glider sport aircrafts were also repaired at this shop.

e. Pestvidéki Gépgyár (Budapest Metropolitan area Machine Factory):

Among the factories working for the LE, this was the only one that only repaired LE jet aircraft. It was actually located in the village of SZIGETHALOM. It was located at TOKOL Airfield (4721N/1859E) and was only separated from the Soviet section of the airfield by a wire fence. It occupied the SZIGETHALOM side of the airfield. It belonged to the KGM (Ministry of Foundry and Machine-Industry); its chief executive within the ministry was CSERGO, a ministry department leader. It was under military control; its head of directors was Lt. Col. MAGISZTRAK, who had been the Chief Engineer of the LE for a long time. Before MAGISZTRAK, the head of directors had been ESZLI who was relieved of duty after the first catastrophe, the death of the test pilot, of the factory. The entrance to the factory was on the side where the BUDAPEST turnpike was. It was guarded by the so called "factory guards" of the Industrial Ministries; these were armed with carbines and rifles; their uniform was grayish black in color. The independent nation wide commander of these guards was a Major VARGA, probably a trusted officer of the AVH of the Ministry of Internal Affairs. Admission to the factory was controlled by the exchange of personal identification for a factory pass at the gate; a guard escorted visitors to the place they desired to visit. Most of the technically trained workers were former discharged LE officers, NCOs, and enlisted men.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

Page Denied

Next 9 Page(s) In Document Denied

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT****ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEG I-ERO)****16. AIR FORCE ACTION DURING THE REVOLUTION:**

During the revolt, in October and November 1956, the LE was the only united military force. It sided with the revolting people. This was proclaimed on leaflets on 30 October 1956. It ordered the Soviet Armed Forces out of Hungary and gave a deadline for their departure. It refused the different "open fire" orders; the red star and Communist emblems were removed from the top of the OLP building. The hated "Counter Intelligence" department was abolished and its staff turned over to the Revolutionary Military Court. The political and personnel department, the Russian interpreter and advisory staffs were dissolved. It separated from the WARSAW Military Pact and set up its own National Air Defense. The investigation of all personnel of the OLP and its assigned units was initiated for necessary removal of undesired elements. Its liaison officers were organizing students into armed military type units at the different universities' Revolutionary Councils and initiated the training of students. From the BUDAPEST University Student Revolutionary Council, students were assigned to the OLP to accomplish liaison work. The LE transported Red Cross supplies received from Vienna. Air reconnaissance was continually carried out by LI-2, JAK-12, and MI-4 type aircraft. It received ground reconnaissance information from the AAA units, the F.J.Sz. (Observing and Reporting Service, GOC), and the railroad service. It informed the other nations about the movements of the Soviet Armed Forces through the Assistant Yugoslav Military Attache, Major MILJANOVICS, who received daily reports. It received Swiss, French, English and other reporters; it supplied aircraft for television reporters to enable them to be on the spot. It dropped Hungarian and Russian leaflets on Soviet troops which were often effective. The IMRE NAGY government was informed by the LE about the imminent attack of the Soviet Armed Forces. The LE was prevented from resisting passively in order not to provoke the Soviets into executing their plan whereby the two (2) air armies stationed in the LVOV area were to destroy Hungary under the pretext of defending the TOKOL Soviet "Air Bridge". It established relations with Cardinal JOZSEF MINDSZENTY, the Hungarian representative of the Pope, and all the other different political organizations to insure the continuing unity of the Nation. The Commander of the LE and the president of the OLP's Revolutionary Council fled with his family to the Yugoslav Consulate on 4 November 1956. Colonel FERENCZ NADOR left the Yugoslav Consulate under a guarantee from the KADAR Government, whereupon he was arrested. The primary accusation against him was that he gave the

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112--PART II
APPROVED 1 JUNE 1948**CONFIDENTIAL**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

PAGE 29 OF 31 PAGES

ORGANIZATION AND BACKGROUND HISTORY OF THE HUNGARIAN AIR FORCE (LEGI-ERO)

organization of the LE to the USA. On 29 November 1956, [redacted] Colonel NADOR was still in prison. During the revolt, the Independent Transport Regiment successfully accomplished continuous reconnaissance and transportation service. One or two of its reconnaissance aircraft were always in the air; they reported their observations by radio to the LE Headquarters. They took Western reporters and television reporters any place they desired to go; for this purpose, helicopters were also used. From LI-2 aircraft, they dropped Russian and Hungarian leaflets to the Soviet troops disregarding the fire they drew from them for this action. Some of the troops sided with the Revolution after having read the leaflets. The leaflets were issued by the Universities Revolutionary Council. Due to surface transportation difficulties, the Independent Transport Regiment transported the representatives of the MISKOLC, SZOLNOK, and other large cities' revolutionary councils to the Central government in BUDAPEST. It also transported the medical supplies given by the international Red Cross to Budapest. It supplied the LE Headquarters and OLP with food obtained in the rural areas. Against the orders of the Soviets, it smuggled a committee authorized by the IMRE NAGY government to represent the free, neutral, and independent Hungary before the UN to Vienna. Before the committee could get to the UN, Hungary was recaptured by the Soviets and new directives were sent to HORVATH (the Head of the Committee) through SEPILOV, the Soviet UN representative, by the KADAR Government. HORVATH apparently accepted the new directives and represented Hungary in accordance with his new directives before the UN. The MRSz assembled all its engine driven aircraft during the revolt at the ALAG Airfield and offered its service to the LE as part of the Revolutionary Armed Forces).

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

CONFIDENTIAL
(CLASSIFICATION)

16-55070-1 ★ U. S. GOVERNMENT PRINTING OFFICE

Page Denied

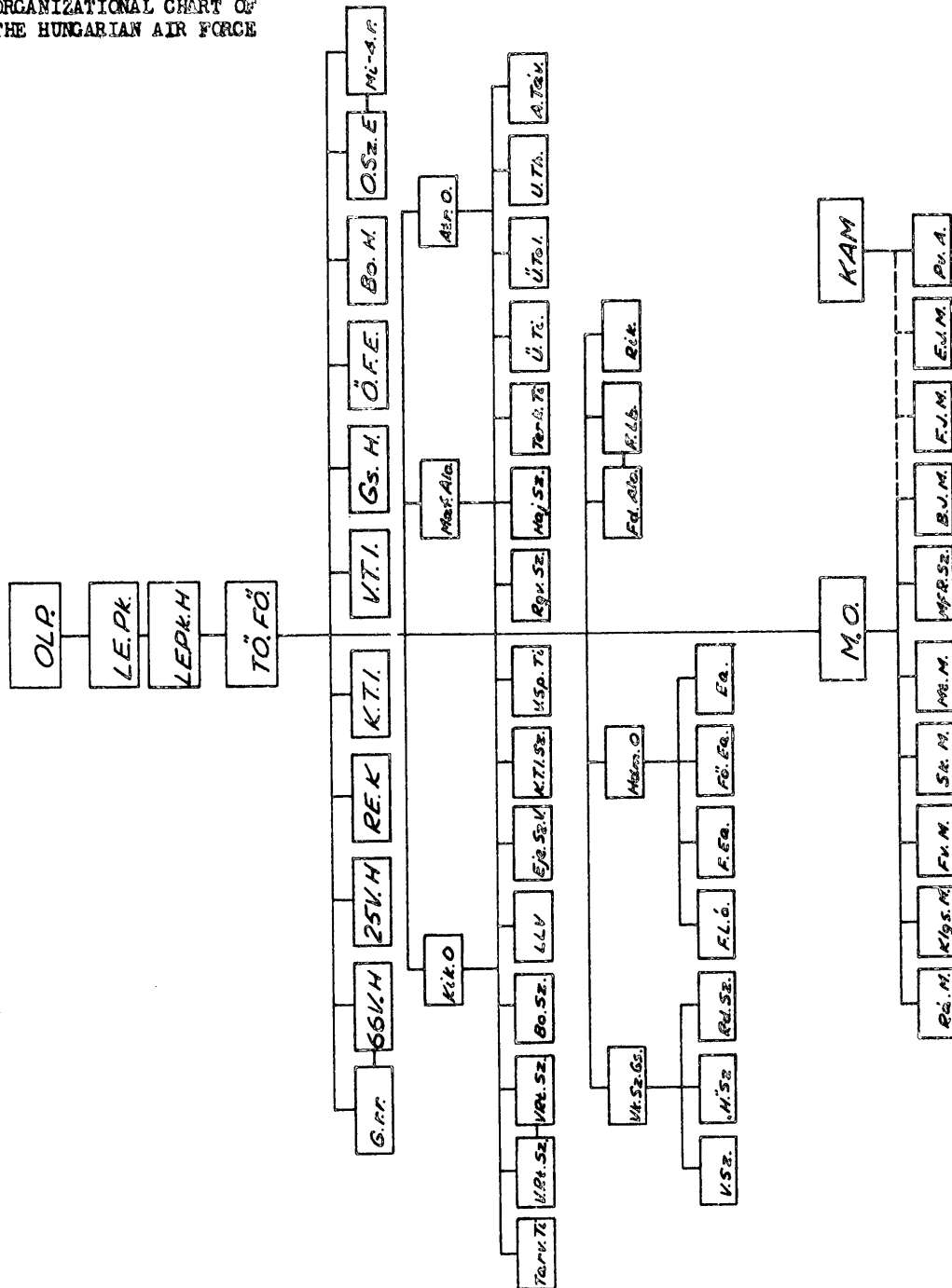
FORM 112-PART II
APPROVED 1 JUNE 1940

CONFIDENTIAL

AIR INTELLIGENCE INFORMATION REPORT

PAGE 31 OF 31 PAGES

FIGURE #1, [REDACTED]
ORGANIZATIONAL CHART OF
THE HUNGARIAN AIR FORCE



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. — 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.


CONFIDENTIAL
(CLASSIFICATION)

16-55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

~~SECRET~~
~~CONFIDENTIAL~~
CONFIDENTIAL (MEF)

FOC
Washington

Legend to the
ORGANIZATIONAL CHART OF THE
L.E.

FIGURE #2 
ORGANIZATION OF THE
HUNGARIAN AIR FORCE

25X1



25X1

CONFIDENTIAL
CONFIDENTIAL (MEF)
~~SECRET~~

57 - 699

CONFIDENTIAL

CONTENTS

Chapter	Sign	Subject	Page(s)
I		A Short History of the LE	1-5
I/a		Characterisation of the 1956 LE	6-7
I/b		Pictures	8-11
II	LE Pk	Commander of the LE	12-13
II/a		Pictures	14-15
III	LE Pk H	Assistant LE Commander	16
IV	Ex Ex	Executive Commander	17
V	V.T.I	VASVARI PAL Airborn Technical Officer School	18
VI	Os.Ho O.F.F. Bo.Ho.	Fighter-Bomber Division Independent Recon. Regiment Bomber Division	19-20
VII	O.Sz.B.	Independent Transport Regiment	21-29
VIII	Kik.O.	Training Department	30-31
VIII/a	Fervt	Planning Officer	32-33
VIII/b	V.T.Sz	Airborn Fighter Techniques Observer	34-35
VIII/c	Bo.Sz	Airborn Bomber Techniques Observer	36
VIII/d	L.L.V.	Areal Gunnery Leader	37
VIII/e	EjeSzV	Parachute Service Leader	38
VIII/f	K.T.I.Sz	KILLIAN GYORGY Airborn Officer School Observer	39
VIII/g	Vez.SpTi	Sport Conducting (PTA) Officer	40
VIII/h		Draft of the Functions of the LE Training Department Observers	41
IX	Ref.Alo	Observer Sub-Department	42-43
IX/a	Agv.Sz.	Pilot Navigation Observer	44-45
IX/b	Haj.Sz.	Airborn Navigator Observer	46
IX/c	Terk.Ti	Map Officer	47
IX/d		Draft of the Functions of the LE Observer Sub-Department Airborn Navigator Observers	48

CONFIDENTIAL

CONFIDENTIAL

Chapter	Sign	Subject	Page(s)
X	Atr.O.	Cross-Flight Department	49-51
X/a	U.Tl.	Duty Officers	52-54
X/b	U.Tol.	Duty Interpreters	55-56
X/c	U.Th.	Duty NCOs	57
X/d	G.Tav.	TTY	58
XI	Vk.Sz.Cs	Fighter Combat Readiness Observer Group	59-61
XI/a	V.Sz.	Fighter Pilot Observer	62
XI/b	H.Sz.	Command Post Navigator Observer	63
XI/c	Rd.Sz.	Radar Observer	64
XI/d		Pictures	65-66
XII	Hdm.O.	Combat Operations Department	67-68
XII/a	Fo.Ea-Ea.	Chief Executive - Executive	69-70
XII/b	F.Ea-F.Lab	Photo Executive - Photo Lab	71
XIII	Fd.Alo. -F.Lab.	Recon. Sub-Department - Photo Lab.	72-73
XIV	Rik.	Airborn Weather Center	74-75
XV	N.O.	Engineer Department	76-80
XV/a	Ra.m.	Radio Engineer	81
XV/b	Klgs.m.	Special Engineer	82
XV/c	Fv.m.	Weapons Engineer	83
XV/d	Sk.m.	Air Frame Engineer	84-85
XV/e	Mt.m.	Engine (Power Plant) Engineer	86-87
XVI	/:K.G.N:/	Aircraft Repair Factories, Companies, and Shops working for the LE	88-89
XVI/a	Mf.R.Sz	MATYASFOLD Air-Material Depot	90
XVI/b	E.J.N.	BUDAORS Repair Shop	91
XVI/c	F.J.M.	FEHERVARI Repair Shop	92
XVI/d	E.J.N.	ESZTERGOM Repair Shop	93
XVI/e	Pv.G.	PESTVIDEKI GEP GHAR (Bdpst - TOKOL Repair Shop)	94-96
XVI/f		Pictures	97

CONFIDENTIAL

CONFIDENTIAL**I.****A Short History of the Hungarian Air Force**

After 1945, at the time of the initiation of the Armed Forces, the LE (Air Force - Legi Ero) was organizationally initiated. Like in all other branches the successful communist tactics were utilized. They assembled the remaining ILW pilots, aircraft mechanics, and all other technically trained personnel; with these the head of the LE (Air Force) was organized. Among these with many others was FORGACS, TOTTH DRUMI, HORVATH BARNABAS; and these persons scratched the Hungarian Air Force together out of the ILW: devastated and robbed out nation. In this group they implanted a large group of Political Officers (reliable communists) whose mission was to learn organizational, training, administrative, aircraft piloting, and all other techniques. Also to collect for a later trail incriminating evidence for conviction for treason, espionage, and unfaithfulness.

One of these political officers who was assigned to the that time SZENTKIRALYSZABADJA (currently called VESZPREM) airfield is MEZOFI ISTVAN. His father is the head of the directors of the KOBANYAI SORGYAR (KOBANYA Beer Factory), his younger brother is a Ground Support Fighter pilot (Wing Co), a Senior Lt. by rank. After Lt. Col. MEZOFI ISTVAN had been relieved as the Commander of the 66th Fighter Division, became a Senior Director at the Central Command Post, then became the Air Force Training Department Chief. At the present he is in the USSR attending some special Air Force Academy. In the future he can be considered to fill a high position in the Air Force and can be considered to be a candidate for the Commander position. He was the first Hungarian pilot to fly jet type aircraft. Lt. Col. MEZOFI is a first class fighter pilot. He had been married and has one son, he was divorced in 1952. He is suffering from some sickness

CONFIDENTIAL

CONFIDENTIAL

which seems to be in his whole family. His brother, his sister and even his sisters children are supposed to suffer from it. This sickness starts with dizziness and ends with some kind of brain-tumor.

PAAR FERENC, he was supposed to finish a three year Soviet Academy in the fall of 1956. He was married in the USSR. His wife is Russian, the daughter of a Colonel. He came home on leave in his own "POBJEDA" car and had Russian license plates on his car. His parents are miners at TATABANYA. He is a very good friend of Lt. Col. MEZOFT and FARKAS MIHALY the former Defense Minister. He is under the impression that he is the Hungarian "CSKALOV". He became a second class pilot in 1954, his flight techniques are crude and is a very undisciplined pilot. In 1952 he reported a few of us since we were target practicing with a rifle using Stalins picture for a target. Should be considered in the future

25X1

Later when they saw that they could manage the Air Force without the aid of the former IIM Officers and Technicians they accused them and convicted them on various charges. Some went to prisons, other were sentenced to death and executed.

The Commander of the Air Force had been Col. ZALKA ANDRAS til 1951, who was on the Board of Directors of the MUSZAKI EGYETEM (Technical University) and whom we threw out from the OLP during the revolt. His wife is Russian and she does not speak Hungarian. He should be considered in the future.

At that time the Executive Commander (Officer) of the Air Force had been Major HANORI LASZLO. Later he was relieved of this assignment and assigned to the KECSEMET 66th Division to become their Executive Officer. Then HANORI was transferred to the LE (Air Force) Training Department where he was a Planning Officer. As the result of his last re-assignment, in 1956, he was the #2 Duty Commander (Senior Director) of the Central Command Post.

CONFIDENTIAL

CONFIDENTIAL

After Major [redacted] became the Executive
Commander of [redacted]

Col. ZALKA was replaced by Brig. Gen. HAZI SANDOR as the new
Commander of the LE (Air Force); in civilian life he had been a tailor.

Brig. Gen. HAZI was followed by NADOR FERENCZ who up to that time
had been the Adjutant of the LE (Air Force).

Brig. Gen. SIMICS in turn was replaced by Col. GALGOCZI KAROLY
who later became the Executive Commander of the OLLEP. In Col. GALGOCZI's
place Lt. Col. SZENTESI ENDRE, the Operations Department Chief, was placed.
SZENTESI had been in civilian life a ladies hair dresser, by occupation.
Lt. Col. SZENTESI was transferred to the Ministry of External Affairs and
replaced by Major HINEK EMIL who completed a five year Soviet Military
Academy with honors.

The LE (Air Force) can be considered the most important branch (of
service) in the foundation of the combined command of the OLP. The LE
can be considered as an Air Force since 1948 at which time it had different
types of instructor staffs at its disposal. At the MATYASFOLD Air Field
the first pilot group was organized (among these were BORI, SZILJ, IVAN,
GROSS, SIRAK, BENKE, PAAR, and KOPLANYI; note, these names will be
mentioned again and their role discussed).

At that time the only aircraft available were those which were left
over from IIWW and which could be repaired. One type was the German
"ARADO" type aircraft.

In 1949 the KILLIAN GYORGY REPULO MAJAZO TISZTI ISKOLA (Killian
Gyorgy Pilots Officer School) was filled with students for training.
The first unit (the size of a regiment) started its activities on the
SZENTHIRALYSZABAJA Air Field which at that time was only a grass strip.

CONFIDENTIAL

CONFIDENTIAL

In 1950 the 25th Fighter Division was organized at KECSEMET under the command of SZIJJ LUDAS.

MI-15 cross training was initiated at KUNMADARAS in 1951, at the same time the 66th Fighter Division was organized at KUNMADARAS under the command of MEZOPI ISTVAN.

The LE (Air Force) initiated its Fighter Readiness in 1952 from the KUNMADARAS Airfield with MI-15RD aircraft.

During the revolt in October and November 1956 the LE was the only united military force. It sided with the revolting people. This was proclaimed on fly-leaflets on 30 October 1956. It ordered the Soviet Armed Forces out of Hungary and gave a deadline for their departure. It refused the different "Open Fire" orders, the Red Star and communist Emblem was removed from the top of the OLP Building. The hated "Counter Intelligence" Department was abolished and its staff turned over to the Revolutionary Military Court. The Political and Personnel Department, the Russian Interpreter and Advisory staffs were dissolved. It separated from the WARSAW Military Pact and set up its own National Air Defense. The investigation of all personnel of the OLP and its assigned units was initiated for necessary removal of undesired elements. Its Liaison Officers were organizing students into armed military-type units at the different universities Revolutionary Councils. The training of the students had been initiated. From the BUDAPEST University Student Revolutionary Council there were students assigned to the OLP to accomplish liaison. The LE transported the Red Cross supplies received from Vienna. Air recon. was continually accomplished by LI-2, JAK-12, and MI-4 type aircraft. It received ground recon. info from the AAA units, the F.J.Sz. (Observing and Reporting Service - GOC), and the RR service. It informed the other Nations about the movements of the Soviet Armed Forces thru the Assistant Yugoslav Military Attache, Major MILJANOVICS who received daily reports. It received Swiss, French, English and other reporters, it supp-

CONFIDENTIAL

CONFIDENTIAL

lied aircrafts for TV reporters to enable them to be on the spot of events. It dropped Hungarian and Russian fly-leaflets on the Soviet troops which were often effective. The ~~NASY~~ IMRE Government was informed by the LE about the imminent attack of the Soviet Armed Force. It was stopped from passive resistance in order to nullify the Soviet provocation according to which the two (2) Air Armies stationed in the LMOV area destroy Hungary under the excuse of defending the TOKOL Soviet "Air Bridge". It established relations with Cardinal MINDSZENTY JOZSEF, the Hungarian representative of the Pope and all the activated different political organizations to insure the continuing unity of the Nation.

The Commander of the LE and the President of the OLP's Revolutionary Council fled with his family to the Yugoslav Consulat on 4 November 1956. Col. NADOR FERENCZ left the Yugoslav Consulat on a guarantee of the KADAR Government, where upon he was arrested. The chief accusation against him is that he gave the organization of the LE to the USA. [redacted] comment:

25X1

[redacted] On 29 November 1956 [redacted] he was still in prison. [redacted]

CONFIDENTIAL

CONFIDENTIAL

A Characterization of the 1956 LE (Air Force)

In 1956 the Hungarian Air Force had almost only jet fighter units. Besides them the SZOLNOK KILLIAN GYORGY PILOT OFFICER SCHOOL, the BUDAORS INDEPENDENT TRANSPORT REGIMENT, and the BUDAORS VASVARI PAL FLIGHT TECHNICIANS SCHOOL are of any importance.

The Fighter-Bomber Division, the Bomber Division, and the Independent Recon. Regiment were dissolved in 1956. All IL-10 and TU-2 type aircrafts were scrapped.

The personnel of the Fighter-Bomber Division were transferred for cross training on MIG-15.

Part of the personnel of the Bomber Division were assigned to maintain the four (4) IL-28 (the total bomber force of the LE) in operational condition. Another part was well screened and transferred to the BUDAORS Independent Transport Regiment, the remaining personnel were discharged. The same fate happened to the personnel of the Independent Recon. Regiment.

The LE Fighter Units' combat aircraft consist of jet-interceptors, namely MIG-15s and MIG-17s.

Its Fighter Force consists of two Divisions:

66th Fighter Division located at KECSKEMET

25th Fighter Division located at TASZAR

All LE Fighter Airfields have concrete runways and are equipped O.S.Z.P. (Landing and Nav. Aids) System. (The KECSKEMET and KISKUNLACHAZA

CONFIDENTIAL

CONFIDENTIAL

Airfields each have an O.S.Z.P. System-Check equipment complex.

with the aid of this complex blind landings
could be accomplished in any weather/.

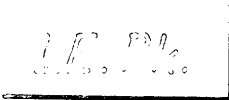
25X1

CONFIDENTIAL

Page Denied

Next 3 Page(s) In Document Denied

CONFIDENTIAL



Commander of the LE (Air Force)

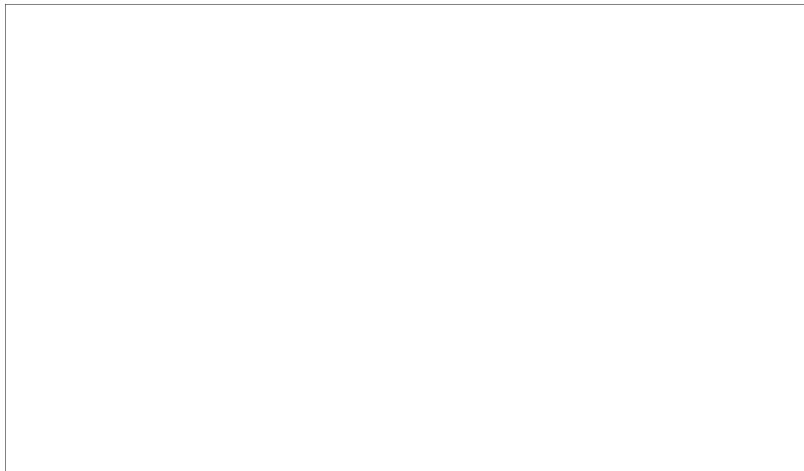
The Command of the LE is considered to be the Command of one of the Branches of the "Peoples" Armed Forces. The Armed Forces Branch Commander is the all time Commander. He is the adjutant of the Minister of Defense in matters concerning his branch of service.

The LE Command like any other position in the communist system can not be held by anybody for a long time, this is obvious from the fact that up to 1956 the LE already had three Commanders.

Organizationally there is no Political Adjutant to the Commander of the LE since the LE had been combined with the OLP. This function is accomplished by a Political Officer from and appointed by the OLP's Political Group.

Every morning at 0830 the Commander of the LE or his Adjutant holds a "Correction" for the Command Staff and Department Chiefs, they in turn report on last days accomplishments and receive new assignments.

25X1



Page Denied

Next 2 Page(s) In Document Denied

CONFIDENTIAL

LE (Air Force) Adjutant

LE (Air Force) Adjutant

Is actually the all time adjutant of the LE Commander but is mainly concerned with Air Force activities. All other military and executive matters are accomplished under the direction of the Executive Chief (Officer). The position of the LE Adjutant could only be filled by a pilot.

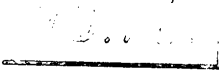
25X1

Note: The word "Adjutant" would probably more accurate in translation to English as "Assistant Commander".

CONFIDENTIAL

CONFIDENTIAL

IV.



Executive Officer

The first adjutant to the IE Commander in operational matters.
He accomplishes all military and staff work with the aid of the Operations Department, supervises the "job training" of the executive staff.

25X1



CONFIDENTIAL

CONFIDENTIAL

V. T. I.

Vasvari Pal Aviation Technical Officer School

It is located South of the BUDAORS Independent Transport Regiment's airfield, and is separated from the airfield by the BUDAPEST - GYOR 1st class RR line.

The duration of the school is 2-3 years, this depends how badly technically trained replacements are needed. Whether a student will leave this school as an Officer or an NCO depends also on what type of replacements are needed. This is kept secret from the students and are only told shortly prior to graduation if they will be NCOs. In this case the student has two choices, either he accepts the rank of an NCO and is graduated or refuses and is discharged. In most instances this situation resulted in hard feelings and sometimes almost in mutiny.

On the average there are approximately one thousand students attending this school.

18 **CONFIDENTIAL**

CONFIDENTIAL

VI

Cs. H.Bo. H.O.F.E.Fighter-Bomber Division, Bomber Division, Independent Recon. Regiment

The Fighter-Bomber Division, the Bomber Division, and the Independent Recon. Regiment are mentioned in the organization of the LE only to reflect the true picture of the LE's organizational structure. All three of these elements were dissolved in 1956 after the completely used up IL-10 and TU-2 aircraft were scrapped and cut to pieces.

The Fighter-Bomber Division had been equipped with IL-10s, the Bomber Division with TU-2s, and the Independent Recon. Regiment with TU-2 and PO-2 type aircraft.

The pilots of the Fighter-Bomber Division were reassigned for cross training on the MIG-15. It was proposed that since the LE was supposed to be equipped with newer type interceptors like the MIG-17, the cross trained Fighter-Bomber pilots be equipped with MIG-15s. According to the first plan they would also be fighter-interceptors. Later it was heard frequently that they would solve ground support (fighter-bomber) missions. On later developments I only know that the cross training is extremely difficult. By the time the pilots get over their IL-10 habits there will be only a few them and their aircraft left.

The Independent Recon. Regiment was completely dissolved, its Commander became the Commander of the BUDAORS Independent Transport Regiment.

Out of the Bomber Division only one Flight was left in existence, and this Flight was only left since the LE has four (4) ea IL-28 Bombers

19

CONFIDENTIAL

CONFIDENTIAL

with trained crews and only this Flight was left in order to maintain the IL-28.



25X1

CONFIDENTIAL

Ö. Sz. E. — Mi-4.p.

MI-4 Flight

According to the latest it is the responsibility of the Independent Transport Regiment to give transportation to the members of the government and to higher ranking officers of the armed force. For this purpose there is a specially furnished LI-2 aircraft put aside, this aircraft is commonly known as the "kormany teve" (government camel). This aircraft is serviced by Soviet personnel, its chief pilot is Col. RUSZEV (he is about 45-50 years old and loves to hunt and fish), he also flew RAKOSI to Moscow when he had to resign and was officially re-called to Moscow (even though he was very much afraid of the "Moscow sickness"). They took-off at 0400 in the morning.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

The [redacted] [redacted] in the accomplishment of the [redacted] [redacted] had also been transported by the Independent Transport Regiment, the pilot for that occasion had been Capt. TOTH JANOS, the that time Commander of the Independent Transport Regiment.

For instance when high ranking Officers go on their vication with their families under the "exchange vication abroad" plan with CZECHS, RUMANIANS, BULGARIANS, ALBANIANS, the Independent Transport Regiments takes them back and forth. These are transported by Hungarian personnel.

Also it is responsible for the transportation of materials in and outside of Hungary. In this the flights to the CZECHS were of importance, they were transporting anything that would fit into an LI-2.

It transported the LE Fighter pilots to the cooperating CZECH, RUMANIAN, and KARPAT-UCRANIAN airfields. [redacted]

25X1

25X1

For the transportation of one ortwo persons they use AERO-45 and YAK-12 type aircraft were used, by this it accomplishes the transport service for curriers.

For the mapping of Hungary and its border areas it was equipped with LI-2 aircraft and special trained personnel to accomplish this. This mission was under the supervision of Col. GERSI who prior to this had know Hungary better than his wife.

For the calibration of AAA and other radars it supplied target aircrafts on the request and permissable flight routs and for permitted operations. In most cases an officer of the requesting unit was present on the aircraft. For the calibration of the AAA radar net usually Sen. Lt. KALOSICS IMRE was the AAA representing officer abourd the target aircraft.

CONFIDENTIAL

CONFIDENTIAL

It supplied aircraft for the parachute jumps of the LE airborne and pilot personnel. It also has a specially trained crew that cooperates with the directives of the Parachute Service Chief.

On special occasions by order of the LE Hqs it would transport a patient instead of the "cs mentoszolgalt" (public health ambulance, service).

During the floods the rescue work was directed by the recon. aircraft supplied by Transport Regiment. Where it was impossible to approach the victims, food and life saving belts etc were dropped by the Transport Regiment.

It transports the inspecting groups of the LE and OLP to the units to be inspected.

In 1956 it received four (4) each MI-4 type Soviet Helicopters. The training of the pilots and technical personnel is under the supervision of Soviet personnel.

s/
It personnel is mostly transferred from some other airborne unit for medical or other reason. / flight-technical/ Especially since the Fighter-Bomber and Bomber Divisions, and the Independent Recon. Regiment were dissolved the pilot-navigator personnel are very mixed. After careful screening the airborne and technical personnel were reorganized. They tried to keep personnel who were best suited for the overall mission and to eliminate the less suited. This was the quality was improved even though every commander had a few friends who he "saved".

Besides of all the above mentioned mission the Independent Transport Regiment accomplishes the training of its own personnel in compliance with the "Training Plan" (advanced theoretical and practical training).

CONFIDENTIAL

During the revolt the Independent Transport Regiment accomplished continuous recon. and transportation services successfully. From its Recon. Aircraft there were always two or two airborne, they reported their observations by radio to the IE Headquarters. They took Western reporters and TV reporters any place they desired to enable them to promulgate the truth, for this purpose the helicopters were also used. From LI-2 aircraft the dropped Russian and Hungarian fly-leaflets over the Russian troops disregarding the fire they drew from them for this action. Some of the troops also sided with the revolution as a result of the fly-leaflets. The fly-leaflets were issued by the Universities Revolutionary Council.

Due to surface transportation difficulties it transported the representatives of the MISKOLC, SZOLNOK, and other large cities revolutionary councils to the government (in Budapest). It transported the medicine supplies given by the international Red Cross to Budapest and from there after distribution to the different places it was needed. It supplied the IE Hqs and OLP with food obtained in the rural areas.

Against the orders of the Russians it smuggled a committee authorized by NAGY IMRE government to represent the free, neutral, and independent Hungary in front of the UN to Vienna. Before the committee could get to the UN, Hungary was re-captured by the Soviets and new directives were sent to HORVATH (the Head of the Committee) thru SEPILOV, the Soviet UN representative, by the KADAR Government. HORVATH apparently accepted same and represented Hungary in accordance with his new directives in front of the UN.

Page Denied

Next 4 Page(s) In Document Denied

~~CONFIDENTIAL~~

Kik.O.

Training Department

It is one of the largest and one of the most important departments of the LE (Air Force) Headquarters. Its ^{primary} mission is to direct, supervise, and record the combat training of the airborne and pilot personnel of the LE.

Combining the information on available equipment and supplies in the LE and the directives and demands of the Defense Ministry it works out the "LE Training Plan for the 195../.. Training Year".

The Training Department is aided by all other Departments in accomplishing the training plan since it contains the training requirements of all LE personnel.

It also accomplishes the "LE Yearly Perspective Plan for the 195../.. Training Year" for all airborne personnel. This plan is attached to the plan mentioned above.

It works out the different technical directives and safety measures in airborne and technical fields. It organizes combined "flight days" for the commanders of the different divisions and independent regiments. It evaluates training methods.

It maintains extensive records for each individual in all units by name and for each problem accomplished by all airborne personnel assigned, including evaluation of accomplished (training) problem. It keeps separate records on all ground training, gunnery, navigation, O.S.Z.P. (Nav.Aid), and all other required flight training missions; all accidents and catastrophies, and the pilot classes (ratings).

~~CONFIDENTIAL~~

CONFIDENTIAL

It prepares discussions about current events for guidance of personnel; prepares questionnaires and examinations for up-grading and re-classification of personnel. It participates in the job supervision of the LE Headquarters reviews."

It prepares monthly work-plans which are approved by the LE Commander, and according to which its planned missions are accomplished.

25X1

CONFIDENTIAL

CONFIDENTIAL

Terv. Ti.

Planning Officer

Is actually the adjutant of the Training Department Leader even though that he has not much to do with the work of the different Observers (ref. previous chapter: Training Department; parts concerning with "flight days", training evaluation, LE Headquarters reviews). Such it came about that the Planning Officer was placed on the same level as the Observers and thru common understanding and cooperation they aid each other.

Planning Officers are changed quite frequently, for instance, in 1953 Major TOROK BELA, the present Executive Officer of the KECSKEMET 66th Fighter Division, had been the LE Planning Officer. He was replaced by Lt. Col. HAMORI LASZLO the present Duty Commander of the 2nd Group working in the OLP's Central Command Post.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

VIII/b

V.R.I. S₂ — V.R.I. S₂

Airborn Fighter Technical Observer

This is one of the most profitable technical-branch of the IF. It aids the planning of the airborne training, aids the accomplishment of the training, and improves airborne techniques by constant supervision.

Since there are two Fighter Divisions in the IF, there are also two Airborn Fighter Technical Observers. Each division is assigned to one ^{they/} individual and are responsible that the divisions adhere to the pre-scribed flight-techniques. He is responsible for logging and insuring that the different missions and inspections are accomplished.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL
VIII/c

Bo. Sz.

Airborn Bomber Technical Observer

His mission is identical with that of the Airborn Fighter Technical Observers. The differences in their jobs are only those which can be traced back to the different characteristics of a bomber.

The original Airborn Bomber Technical Observer crashed near the "Distant Direction Giving Tower" (DF Radio Beacon) at KISKUNLACHAZA. He would have been Hungary's first 1st Class Bomber Pilot. Since the LE had no qualified instructors in this field, he was teaching himself. He crashed during one of these "self training" O.S.Z.P. (Nav. and Landing Aid System) Night missions while making his final approach. He was accompanied by Sen. Lt. MATE who had been one of the best Navigators of the LE Headquarters. Both died instantly.

He was replaced by Major KASZAS who is required to maintain a separate log on his supervision.

25X1

CONFIDENTIAL

CONFIDENTIAL

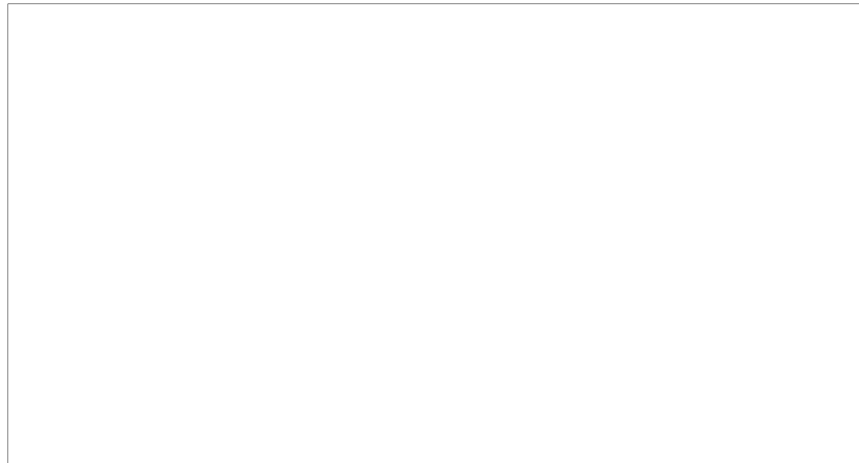
VIII/d

Areal Gunnery Leader

His mission is the supervision of, training for, techniques demonstration of, and evaluation of areal gunnery (ground and airborne targets alike) with built-in fixed weapons. He is mainly concerned with the evaluation of Fighter gunnery practices on ground- and tow-targets and the evaluation of areal combat gun-camera films.

Until 1955 Capt. FARKAS had been the Areal Gunnery Leader. He had been an old (Horthy) Air Force Officer. His qualification was highly valued so that he was not permitted to fly, but as soon as the LE produced a pilot with equal qualifications he was immediately discharged from the LE.

The Areal Gunnery Leader keeps a separate log on his different required supervision.



25X1

37 **CONFIDENTIAL**

CONFIDENTIAL

VIII/e

Ej. Sz. V.

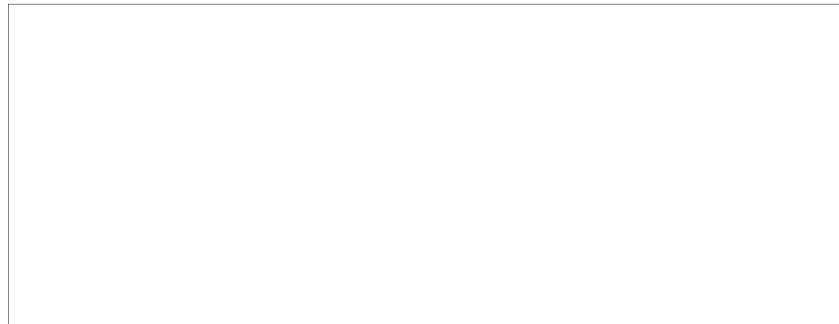
Parachute Service Leader

In the LE all units down to the size of a regiment have "parachute handling personnel". This service is usually rendered by one officer and some EN.

According to four (4) regulations all airborne personnel are required to make two (2) practice jumps per year. These jumps are preceded by ten (10) days of combined theory, gymnastics, and parachute packing. The adherence to this and the correct storing and packing of the parachutes is the main mission of the Parachute Service Leader.

The Parachute Service Leader is also responsible for the parachute service at the KILLIAN GYORGY Airborne Pilot Officer School (Note; prior to graduation each student makes two "static line" jumps from 800 meters).

Hungary had one paratrooper battalion until 1955 but it was dissolved do to the cost of its upkeep. Some of them were transferred to the LE to the parachute services of different units and the remainder was discharged. This battalion had been part of the Infantry.



25X1

CONFIDENTIAL

CONFIDENTIAL

VIII/f

K.T.I.Sz

KILLIAN School Observer

This two equal positions are due to the nature of the school, one position is for the "theory" observer who does not necessarily ^{have} be a pilot, the other position is for the observer concerned with the "actual" flight training and is trained for Trainer type aircraft.

25X1

25X1

CONFIDENTIAL

CONFIDENTIAL
VIII/g

V. Sp. Tr.

LE Sport Conducting (PTA) Officer

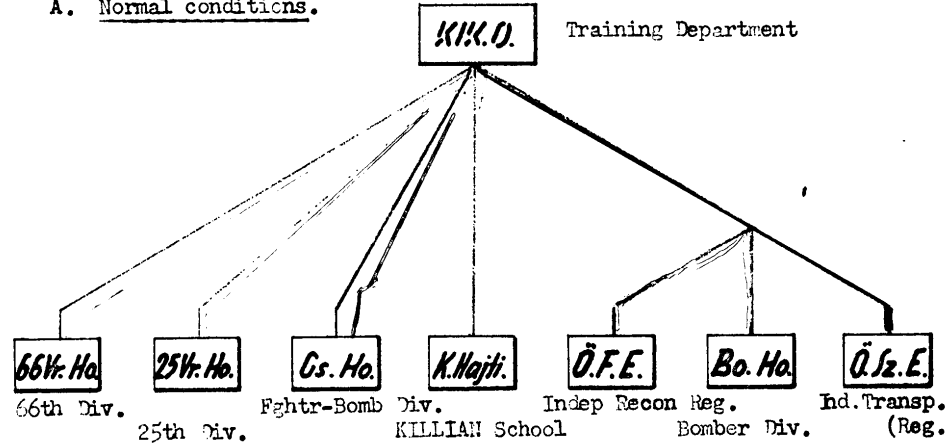
In the LE all units down to regimental size have their own Sport Officer. The LE Sport Conducting (PTA) Officer is the Leader of the "Training Sports" and "Gymnasitics" Branches. Organizationally he is assigned to the Training Department. He works out the training methods and requirements pertaining to his branch which becomes part of the "LE Training Plan". He obtains, distributes, and issues all sports equipment for all LE units. He pays special attention to the physical training of air-born personnel. He conducts the required PTA exercises for LE Headquarters personnel. He handles the sport trophies and medals and maintains sport and PTA records. Handles the LE sport periodicals and their distribution. Organizes and conduct the advanced training of the Sport Officers of the different LE units.

His main difficulty in accomplishing his job is due to the lack of required funds. Quite frequently an event has to be cancelled due to lack of funds for transportation. This also makes it difficult to find contestants for sport events. In order to have an official referee frequently he has to ask one of his friends to do this for him as a personal favor since he has no money to pay for their services.

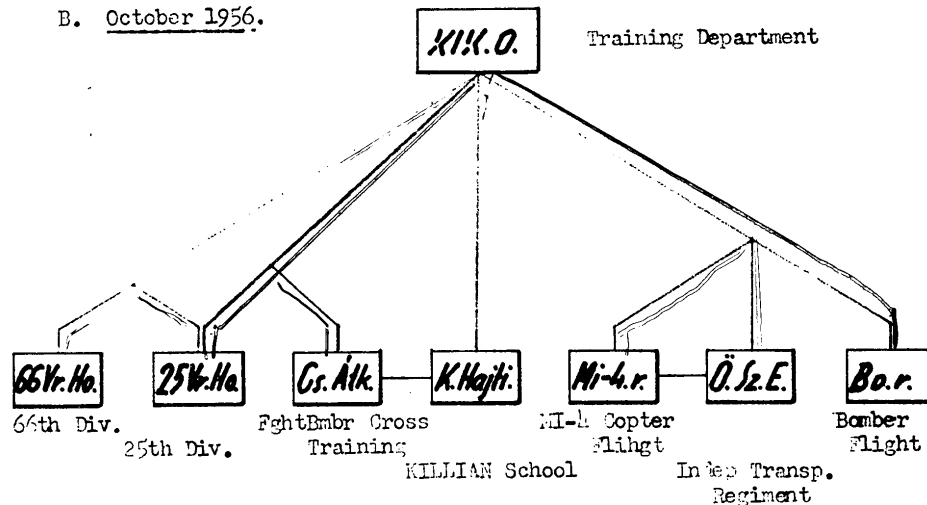
25X1

CONFIDENTIAL

VIII/a

CONFIDENTIALDraft of the Functions of the LE Training Department'sObserver GroupA. Normal conditions.

Note to A.: Under normal conditions there were two Airborn Fighter Techniques Observers, Major IVAN and Capt. VANYA. When the Fght-Bomber Div. and its Observer position were deleted Capt VANYA was re-assigned to the 25th Fghter Div. and Major CSALLOKOZI, the former Fght-Bomber Div. Observer, took his position.

B. October 1956.

Colour Codes:

— = Airborn Fighter Techniques Observer, Major IVAN DEZSO.

— = Airborn Fighter Techniques Observer, Major CSALLOKOZI MIKLOS.

— = KILLIAN School Theoretical Eng Observer, Capt. SZOMBATHELYI.

— = Multi-Engine and Helicopter Observer, Major KASZAS.

CONFIDENTIAL

~~CONFIDENTIAL~~

II

Mef. Alo.Observer Subdepartment

The reason why this department is not part of the Training Department is that it has such a wide-spread mission that it requires a separate department. Prior to the discontinuation of the different divisions of the LE, this had been a separate department. Following the example of the 1955 "saving campaign" of the Soviets the Hungarian Government Organizations were decreased in size under the excuse of "saving". This saving consisted in the decrease of manpower and not the workload, so actually the workload per person was increased since fewer persons had to accomplish the same job. The same applied to the LE. The number of positions and officer personnel working in them were decreased. The workload did not only remain ^{the same/} but in most instances increased. For instance the number of staff cars was also decreased, assuming the "General-Observer" (the Observer Subdepartment Leader) wanted to go to inspect an airborne unit he had to go by train, and the trip ticket for which he received the RR ticket had to be signed by the LE Commander before it could be issued. (This used to be signed by an NCO in the old Air Force).

The mission of the Observer Subdepartment is to supervise, direct, and plan all work of pilot units and pilot personnel pertaining to navigation, and the preparation and dissemination of "Navigation Safety Rules". The advanced training and evaluation of the different unit's Observers. To maintain a separate record on the completion of navigational problems and to pay special attention to the accomplishment of the C.S.Z.P. (Nav. and Landing Aid System) training problems. To inspect the pilots navigational charts, its handling, and usage, their storage under proper safeguard and the accomplishment of the different navigational tables. To be familiar with the location and pertinent information on all Hungarian and "cooperating" nations' airfields.

~~CONFIDENTIAL~~

Page Denied

CONFIDENTIAL

IX/a

Rgv. Sz.

Pilot's Navigation- Observer

This position has been taken seriously since 1955 when the number of pilots being lost increased suddenly, mostly the young fighter pilots are those who lose their bearings quite frequently.

The mission of the Pilot's Navigation Observer is insure the pilots' ability to navigate and to prevent "lost" aircraft and incidents resulting from lost aircraft. To prepare "charts" about the operational characteristics of used aircraft types, the maximum utilization of all characteristics, prevention of aircraft being lost, and methods of establishing bearings if lost. The preparation of up to date navigation directives and discussions and their dissemination to the pilot personnel. To inspect the "draft" of air-operation target intercept exercises insuring that the operational characteristics of fighters have been properly considered.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

IX/b

Haj. Sz.

Airborn Navigation Observer

Another of the important positions in the Observer Department. All Observers (Navigators) of the LE fall under his jurisdiction. He is mainly concerned with the Bomber and Recon. pilot-navigators. His present mission is to supervise the training of the BUDAORS Independent Transport Regiment, the Bomber Flight, and the students of the KILLIAN School. Also to insure the correctness of the "draft" of the air-operation target intercept exercises and to insure the readiness of the "target" aircraft navigators and to start the "target" aircraft on time during the exercises thru the LE "Cross-Flight Department". (Cross-Flight Department - Flight Plans etc are handled by this department, will be discussed later).

25X1

CONFIDENTIAL

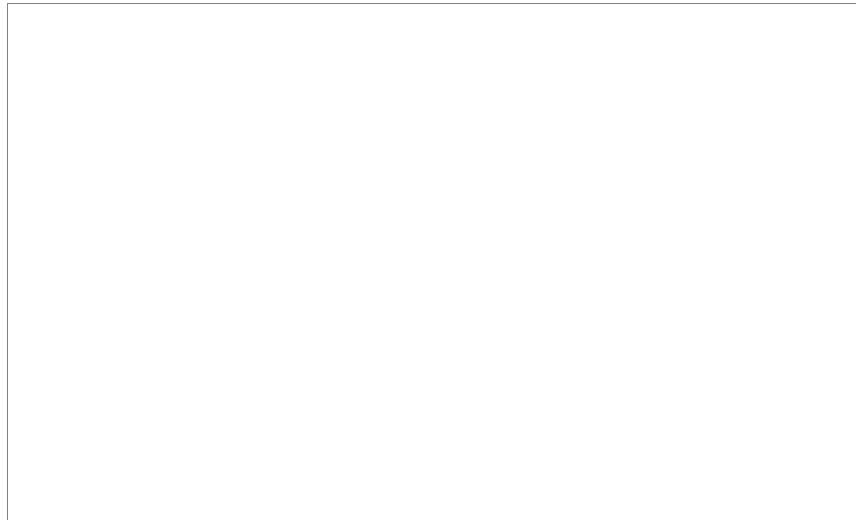
IX/c **CONFIDENTIAL**

Terk. Tt.

Map (Expert) Officer

Organizationally he is assigned to the Observer Subdepartment. His mission is to satisfy all map requirements and insure available supplies. To maintain a record (by number) of all issued maps, to take an inventory and to inspect their actual existence periodically. To burn and make a destruction certificate on all absolute and unusable (thru usage) rendered maps.

In his spare time he accomplishes all incidental work given to him by the Observer Subdepartment.



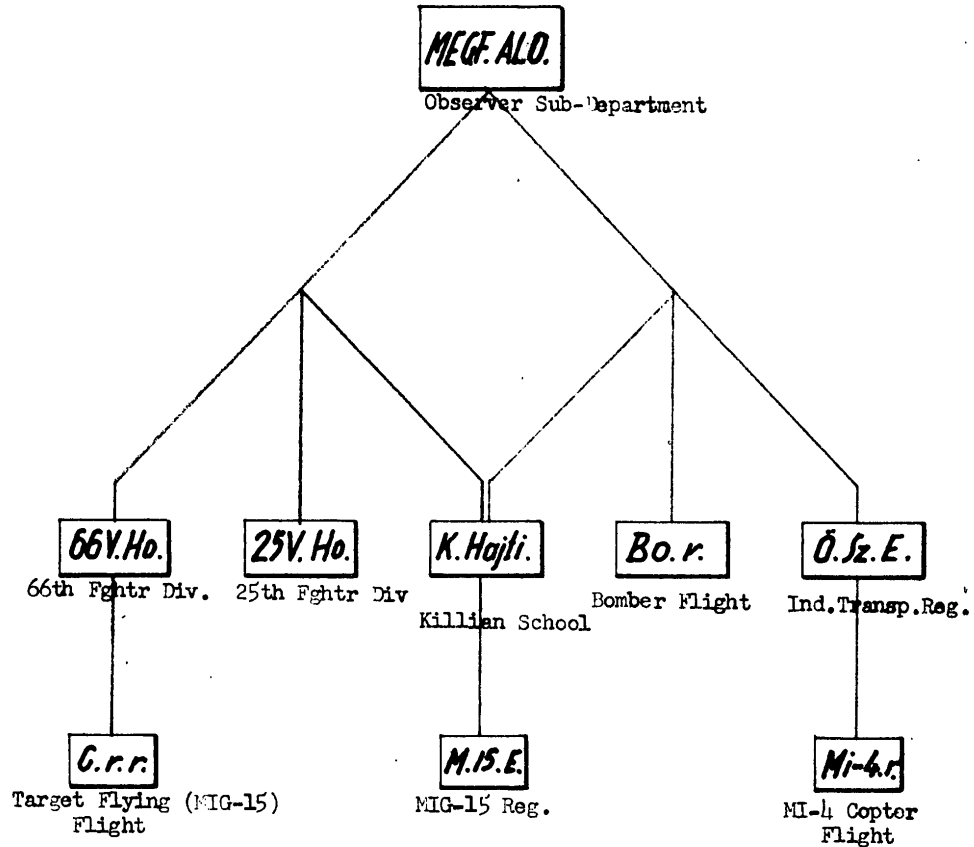
25X1

CONFIDENTIAL

IX/d

CONFIDENTIAL

Draft of the LE Airborn Navigator Observer Sub-
Department.



Colour Codes:

- _____ = LE Pilot Navigation Observer, Capt. JANCOSOVICS PAL.
- _____ = LE Airborn Navigator Observer, Capt. TURCSIK.

CONFIDENTIAL

CONFIDENTIAL

I

Ah.O.Cross-Flight Department

This department plays the role of "air" police even though its work is mainly administrative. This consists of the collection of flight (take off) requests, their forwarding to the LE Commander for his signature and approval thereby for accomplishment of mission. It informs the requesting organizations upon approval of flight (take off) requests. It keeps track of all flights within the nation and informs the "Observing and Reporting Service" units (AC&W units) thru its "dispatchers" (dispatcher - ID Technician, work at Regimental and Division level, have direct communications with the Cross-Flight Department, Central Command Post, and each other). Thru the different units "Dispatcher Service" the Cross-Flight Department receives the time when the flight starts, ends, take off and landing times (according to mission there might be more than one take off and landing time for each flight), violations, deviations from given flight routs, "lost" aircraft, and air incidents (Note: if an aircraft becomes lost and finds its bearings lets say over TASZAR and requests permission to land prior to landing then this would not be an "air incident", on the other hand if the pilot would not be able to identify the field that he is going to land on then it would be considered an "air incident"). All this information is recorded in separate logs and reported to the LE Commander. It follows the directives of the LE Commander. It maintains three 1:200,000 "general air situation" maps on which all "forbidden" areas like border zones, ground and aerial gunnery ranges, etc are indicated. It records the status of all airfields and upon request declares any airfield to be a reserve-airfield (Note: reserve-airfield, if a flight is to be accomplished, lets say from TASZAR to KISKUNLACHAZA, the pilot can request that any of all airfields which are near his flight route be on standby status in case of an emergency or adverse weather, also that the CSZF and F-equipment

CONFIDENTIAL

CONFIDENTIAL

of any or all nearby airfields be turned on while he is flying his mission. Upon receiving a request the Cross-Flight Department will notify the airfields concerned and then inform the pilot that the airfields were notified, that the airfields' status is, that their equipment status is.....). It gives directives to have Pelingators (Voice Ground DF Station which gives upon request heading which would bring aircraft over station), CSZP (Nav. and Landing Aid System), and DF equipment turned on. It informs the Central Command Post about violations. It is required to cooperate with Division Command Posts in the identification of targets.

As part of the cooperation plan it maintains relations with the dispatcher service of the tenant Soviet units demanding their requests for take-off permissions, adherence to flight rules. (In 1955 in 20 days the LE made 33 intercept on Soviet violators. Among these were the Soviet Government Committee under the leadership of HRUSOSOV whose plane was forced down at TABZAR since the flight was never enounced. And the plane of the Polish Government carrying members of the "Central Party Committee" and the Government that was forced down at SERINAGY airfield whose occupants ate their secret documents while the aircraft was being forced down since they were afraid to start a fire and believed that Hungary was in a state of revolt already).

The Cross-Flight Department designates air-corridors and initiates flying-safety directives. Per order of the Ministry of Defense it gives advanced (24 hour) notification to the Yugoslav Consulat on border area flights since spring 1956. The Yugoslav Consulat accepts flight plans scheduled for next day until 1200 hours. This was done in the hope that the Yugoslav-Hungarian Air Forces' cooperation pact could be accomplished at a later date.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

X/a

U. T.

Duty Officers

Like the Central Command Post, the Cross-Flight Department has three "duty groups" which render a twenty four hour a day service. The Duty Officer is the Commander of his duty group, and in the absense os the Cross-Flight Deaprtment Leader the Duty Officer on duty acts in his place in matters which will not wait. In the absence of the Depart-ment Leader (leave, sickness, etc) he is represented by one of the duty officers who has the rank seniority and who is also designated by the LE Commander's order organizationally for this position.

25X1

CONFIDENTIAL

Page Denied

Next 1 Page(s) In Document Denied

x/b

CONFIDENTIAL

U. Tol.

Duty Interpreters

Like the Duty Officers, the Duty Interpreters work three shifts and render twenty four hour a day service (24 hours on, 48 hours off). Organizationally they are officers. Their mission is to handle and coordinate flight matters of the tenant Soviet units insuring that Hungarian air space and flight rules are not violated. Besides the tenant Soviet units they also handle the neighboring nations.

25X1

CONFIDENTIAL

Page Denied

I/c

CONFIDENTIAL

Ü.Th.

Duty NCOs

Their mission is to maintain relations with rural airborne units' dispatcher service, to receive and log all reports on take offs and landings. Actually they were doing liaison work. Also they plotted the different electrical reports on the air situation maps and pre-s/ plotted the requested rout of different units.

25X1

57 **CONFIDENTIAL**

CONFIDENTIAL

x/d

G. Tav.

TTY

For the information of all units (airborn) and Observing and Reporting units (ACW units) all reports on take-offs and landings received in the Cross-Flight Department was relayed by teletype. For this purpose there were two TTY machines in the Cross-Flight Department. Personnel operating and maintaining this equipment were supplied by PF4611. They were EM trained in communications.

The noise generated by these TTY sets disturbed everybody in his work in the Cross-Flight Department, there were many complaints about this.

CONFIDENTIAL

CONFIDENTIAL

II

Vk. Sz. Cs.Fighter-Combat-Readiness Observer Group

At the time when the LE was still an independent branch, there was no group like this in its organization. At that time, the mission of this group had been accomplished by one person. Organizationally he had been the representative (adjutant) of the LE Commander in matters pertaining to Fighter air defense readiness. With "undisputed authority" he had handled all LE combat readiness matters from fighter pilots thru the command post (Hqs LE Direction Center). After the LE was combined with the OLP, many people who had no business to, were permitted to handle in the LE and its Fighter combat readiness. The Central Command Post was directly assigned to Hqs. OLLEP. Even though this position was not abolished but expanded to include: one fighter pilot, one command post navigator (controller), and one radar observer, they were unable to supervise the Central Command Post (which is part of the OLLEP) since they are organizationally assigned to the LE which is a subordinate unit of the OLLEP. This produced discords in the Hungarian air defense system. For instance, the Fighter Combat Readiness Observer Group planned the target intercept exercise missions for the LE Fighter Units, while the OLLEP Operations Department planned the "Ministry" and other inspection exercises.

25X1

25X1

CONFIDENTIAL

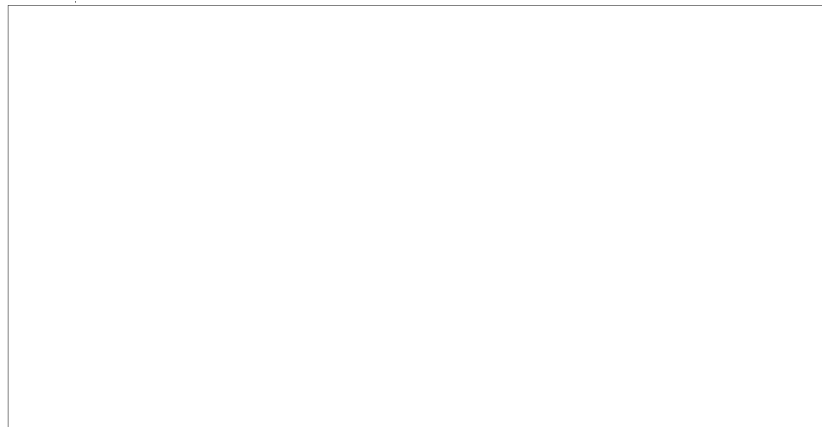
CONFIDENTIAL

These were the conditions under which the Fighter Combat Readiness Observer Group worked. Due to limited space in the OLP Building (which originally had been built for a barracks and not for a ministry) this group moved constantly, practically every month.

The nature of its mission is defined by its title: Fighter Combat Readiness Observer Group. Its mission was the continuing improvement of "National Air Defense Combat Readiness Service". The further training of "Command Post" personnel in different aircraft control techniques. The preparation and dissemination of directives and regulations, the recognition and elimination of mistakes thru constant supervision. To work out the time norms (minimums - maximums) for combat readiness alerting, take off, climb, etc. To investigate non-compliances and make recommendations to the LE Commander. To inspect the Command Posts training, the correct maintenance and safe-guard of classified "Combat" and "Mission" documents. To coordinate the work of the Fighter Pilots and the Command Post personnel (recognition of each other, study of commonly known "fighter directing" code words, the publication of tables about the different airfields and aircraft types traffic and operational characteristics etc).

To make recommendations about the Command Posts' personnel, to delete or establish auxiliary Command Posts.

To aid with all means the National Air Defense Combat Readiness and to improve same continually.



25X1

60 CONFIDENTIAL

Page Denied

CONFIDENTIAL

II/a

V. Sz.

Fighter Pilot Observer

He is the rank senior officer in the group after the Commander (Fighter Combat Readiness Observer Group). He is also the Deputy Commander of the Group. This position can only be filled by a jet fighter pilot. His mission is to take care of all problems of Air Defense Readiness pertaining to fighter pilots and fighter aircraft.

25X1

CONFIDENTIAL

xi/b

CONFIDENTIALH. Sz.Command Post Navigator Observer

His mission is to supervise all LE Command Posts and Auxiliary Command Posts and to pay special attention to the "fighter-directing-observer" officers (controllers). To plan in compliance with the Combat/ directives of the Group Commander (Fighter Readiness Observer Group) the target intercept system exercises. He tries to participate in the exercise in one of the interested Command Posts. It is his duty to continually improve the target intercept techniques. He has to be especially familiar with the characteristics of the MIG-17PF control (ground control).

25X1

63

CONFIDENTIAL

XI/c

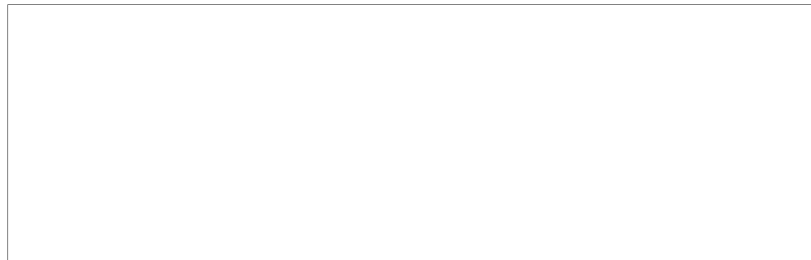
CONFIDENTIAL

Rd. Sz.

Radar Observer

His mission is the same as that of the other two Observers concerning the fighter directing radars tenant at the different fighter units. The radars of the "Observing and Reporting Service" (ACs) and AAA units are not part of his responsibility. Even though in air defense radar is one of the most important factors, it can be said that it is nationwide (in Hungary) neglected. Most of the time radar operators are inexperienced since they are "line soldiers" (EM) who are discharged after 1-2 years. Besides that the radar sets are also used up, for instance, the SZWEHOC (ALM) "Observing and Reporting" post's P-20 (which is also the Auxiliary Post and Post of the 5th Division) had early 1965 20,000 hrs while a P-20 is only supposed to render satisfactory service for 2000 hrs.

ROLES' staff of generals thought that one "Radar Observer" in the People's Army covers all problems concerning the Radar Net.



25X1

CONFIDENTIAL

Page Denied

Next 1 Page(s) In Document Denied

XII

CONFIDENTIALH.H. O.(Combat) Operations Department

Since the LE was combined with the OLP this department lost most of its importance. The value of those assigned to this department also diminished. Both the OLLEP's and the LE's Combat Ops Department inspects the rural airborne units. Since the cooperation between the two departments is very poor their work is not coordinated. This produces difficult situations since each inspecting group has sometimes different ideas how something should be accomplished. As a result of this they are not taken seriously by the units.

The mission of the LE Combat Operations Department is to accomplish all LE Staff Combat Operations work, to supervise the work of all Staffs of the LE's units pertaining to combat operations and documentations of same (for instance: organization of guards and service rendered, combat operation training, small arm firing, accomplishment of alert plans and alert training, etc). Also chemical defense (CW) training, even though I do not know of any officer having been organizationally assigned to this department just for that purpose. only one (CW) combined/
Officer in the OLP Staff who handles the chemical defense matters for both branches thru his appointed Chemical Defense Officers.

25X1

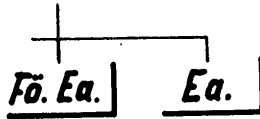
25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

XII/a

Combat Operations *Presenter

*Note: Presenter - elo ado, a person who presents something, in itself is only a title for members of a department who do the actual work, it also defines a person who can do the work unsupervised or has the required job-knowledge, probably the closest English equivalent would be: "Foreman" or "Executive".

there are two "Executives" organizationally in this department, but there might be more. The rank senior "Executive" represents the Department Leader in his absence. (Note: The rank senior "Executive" is called the "Chief Executive").

25X1

25X1

CONFIDENTIAL

Page Denied

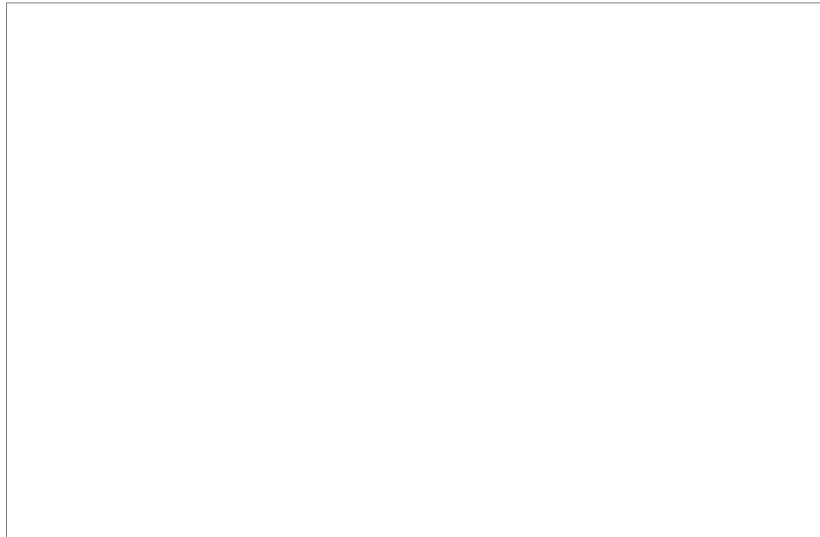
XII/b **CONFIDENTIAL**

F. Lb. — F. Ea.

Photography Executive - Photo Lab

He is the Executive of all Photo Technicians assigned to the various units of the LE. Besides this job he is also used to accomplish combat operations work. He approves the different units requirements for photographic materials.

To satisfy the photographic needs of the LE Hqs a Photo Lab is assigned to him. The Lab is located at the MATYASFOLD (grass) Airfield, in one of the Airborn Technical (Supply) Depot buildings. This is also where LE Photo Technicians are trained (LE Photo Tech School).



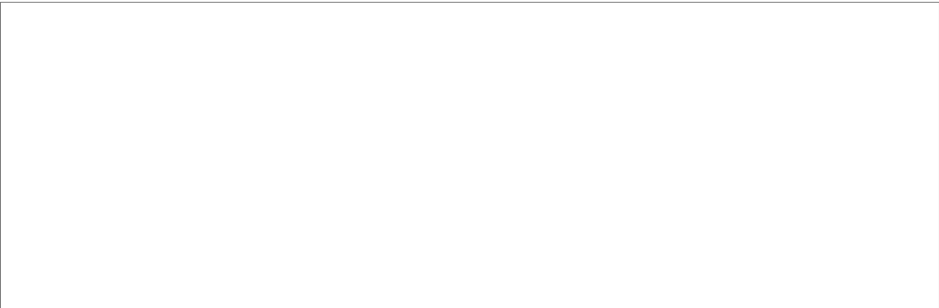
25X1

CONFIDENTIAL

XIII

CONFIDENTIAL
Fd. No. — **F. Lb.**Recon. Sub-Department

It cooperates closely with the Combat Operations Department. Its mission is to collect the military secrets of other nations and to be able to give explanations to questions arising on the basis of obtained information. It can order all important foreign periodicals and compile a list of desired items which it submits to the Ministry of Exterior Affairs. The number of these items was cut down considerably in 1956 in order to save on expenditures. They are maintaining an air situation map of Europe and the Near East indicating all airfields and military air bases they have knowledge of. They try to establish "systems" in the foreign flights. For this reason they make observations, observing all flights outside the border including scheduled civilian airline flights. Due to the nature of their job they have their own photo lab where they do all the work themselves, and they are the only persons who are permitted to enter same. They are familiar with the different NATO exercises, how they were accomplished and the evaluation of same. In 1955 they had pictures of the first Yugoslav made jet fighter. They had knowledge about the four F-86 USAF jets which arrived for the training of fighter pilots in Yugoslavia.



25X1

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

XIV.

Rik.

^a
Airborn-Weather Reporting Center

It combines the findings of all military weather stations. It exchanges its findings with the "Orszagos Meteorologiai Intezet" (National Meteorological Institute), with which it closely cooperates.

It exchanges its findings, under cooperation, at specified times with the CZECH, ROMANIAN, KARPAT-UCRAINIAN military weather centers. It also cooperates with the different civilian airlines and sport organizations. It give weather information to the tenant Soviet Air Forces. Upon request it gives weather information any time. It is required to give advice to the LE Cross-Flight Department and the Central Command Post about flights and scrambling of aircraft (fighters) for each and all airfields and aircraft types from the weather standpoint of view. They have no sayso in the flights, but they have to warn and give advice to the indeividual commanders (of airborne units, on basis of their "synoptic maps" and recieved weather information. This has been more enforced since it was realized that most of the "lost" aircraft (aircraft losing their bearings) and air incidents resulted from weather reports being ignored.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

XV.

M.O.Engineer Department

The largest technical branch of the LE. Its mission is composed of everything technical which pertains to flying within the LE. The number of technical officers in this department is 25-30. Almost in every branch pertaining to the latest jet aircrafts there are Soviet Advisors in this department.

There are different qualities of engineers in this department, there are some graduates of Soviet Military Engineering Academies, some Hungarian Military Engineering Academy graduates, but most are those officers who obtained their technical knowledge thru long experience in the service. These are the most valuable men for the LE who obtained their engineering degree from practical experience because of their practical experience. Even though they are accomplishing the hardest jobs they are the most poorly paid engineers of Hungary. For instance the former Chief Engineer of the LE requested his transfer to become the Head of the Directors of the "Pestvideki Gepgyar" (near TOKOL airfield) because he would have a better pay and much less responsibilities.

When the LE was combined with the OLP and Headquarters LE moved to the OLP building from its former location at Budapest Balaton-utca there was no room for the LE "Material Command" (Hadtap Szolgalat - Battle-feeding Service or Material Command) and Engineering Department in the OLP building. So they were located in the block in the XI District of Budapest defined by AGA and ISRAELI streets. (This building had been once a nuns monastery). Due to this separate location the LE and its Engineering Department started to drift apart. The lack of cooperation became so bad that something had to be done about it. So the already uncomfortably crowded departments were further compressed and moved together and the LE Engineering Department relocated in the

CONFIDENTIAL

CONFIDENTIAL

OLP building. This move resulted in the desired cooperation and everything returned to normal.

It is the mission of Engineering Department to insure that all time Air-Technical Supply requirements are satisfied. For this purpose it collects from time to time the requirements of the airborne units. This phase of its mission is very difficult and its requirements have to be submitted a year ahead of time since the LE is mainly equipped with Soviet type and made aircrafts and other flight supporting equipments for which supply items are very hard to obtain. Lately some items could be obtained from the CZECHS, but those items were not too important (the CZECHS were manufacturing JAK-11 and MIG-15RD type aircrafts and items like the auxiliary tanks for the MIG-15 could be obtained from them). The yearly requirements submitted to the USSR are usually delivered containing about 70% of the original requirements. They determined which items are red-lined. They also determine the financial conversions. For instance a MIG-15's price is one million Forints. This sum had to be paid not in money but by materials and products designated by the at a price they designated also. The price of the world famous MAVAG 424 RR Locomotive (first price in Paris) was determined by them to be 20000 Forints while at the same time the ^{in/} wooden crate which the MIG-15 is transported cost the same, that is 20000 Forints. In other words for each MIG-15 they wanted 50 MAVAG 424 RR Locomotives. The CZECHS did the same thing but they were mainly after food.

The first time any item was received a Soviet technician came with it. Beside all this the non-availability of materials was very acute and depressing. Even though all aircraft parts had a prescribed operating time after which it was supposed to be replaced, in most instances this was impossible. To bridge this difficulty the operating time of the individual items is extended by different technicians on their own risk and their re-use authorized; the Fighter Readiness has to be supplied, the training plan accomplished by order of the Ministry of Defense. The number of air catastrophies was desperately large. There were days when 5-6 aircrafts crashed. The investigation always proved

77 **CONFIDENTIAL**

CONFIDENTIAL

that it was the fault of the pilot who died. For this reason the pilot personnel and the Engineering Department completely disliked each other.

The VASVARI PAF Airborn Technical Officer School was completely under its jurisdiction. Teaching and training of students was in compliance with the directives of the Engineering Departments. They also direct the different advanced technical trainings at the divisions but in most instances they give the advanced training for the selected students at the Technical Officer School. The same way the Training Department maintains the training record of the LE airborn personnel, the Engineering Department maintains the records on all available aircraft in the LE as pertaining to operating time, operational capability, etc.

It actively participates in the examination of pilots and airborn personnel in flight technical areas. It prepares the different technical and maintenance directives and safety measures.

The Engineering Department accomplishes its mission in compliance with monthly "inspection and work plans" which are approved by the LE Commander. Every morning at 0900 the Engineering Department Chief or his representative reports to the LE Commander for "orientation", this does not mean that during the day he can not turn to the Commander for advice or that he is not called in to the Commander.

The Engineering Department maintains liaison for the LE with the different companies which produce material for the LE. Under its supervision are a number of factories which repair different types of aircrafts (military aircrafts included). At these places they are represented by 2-3 liaison and acceptance officers. After an aircraft has been accepted by the acceptance officer it is tested by Capt. GYULAI, the "independent test pilot, and after he tested the aircraft, the unit whose property the aircraft is, can accept it. (Test Pilot: Capt. GYULAI ANDRAS. lives in Budapest, his telephone number is 456-821.

25X1

25X1

Page Denied

CONFIDENTIAL

NOTE: The names of the individual technical-branch chiefs noted by
astrics (*) are not necessarily 100% correct, e.i., [REDACTED]
assume that they are in charge of the given branch.

25X1

NOTE: In the OLP there was an "Improvement Committee" whose mission it
was to promote the popularity of improvements, to inspect the submitted
advices on improvements, to check their correctness and usefulness and
the possibility of nation wide use. How much material and money it saves
for the "Peoples Armed Forces" and how much it aids in the achievement of
the final goal. If the improvement was accepted the submitter received
some sum of money as a reward [REDACTED]

25X1

25X1

[REDACTED] Brig. Gen. HAZAI JENO, who in October 1956 became the first
Assistant to the Minister of Defense, e.i., the Commander of the Armed
Forces Political High Group, had been an eminent supporter of the OLP's
Improvement Committee. This is how the KUTASI (Interviewers note: SAGE
type AD Complex) and many other important "improvements" came to be.
The head of this committee had been Capt. SZEREDAI, one of the LE Engineers,
whose technical position I am not familiar with. (SZEREDAI and KUTASI
were good friends.. SZEREDAI had been one of the most active members of
the OLP's Revolutionary Committee. [REDACTED]

25X1

25X1

25X1

XV/a

CONFIDENTIAL

Ra.M.

Radio Engineer

He is concerned with all airborne and ground-to-air radio facilities, primarily with airborne equipment. (Note: Point-to-Point Ground Radio, facilities are maintained by the Hiradosok /News-giving - Communications personnel/ and the LE Radio Engineer is not concerned with them). The work load is divided between the engineers working in this branch of the Engineer Department and they accomplish their work under the direction of the LE Chief Engineer. The work to be accomplished within their own branch is worked into the "monthly work plan" of the Engineer Department. The same way the Chief Engineer receives his daily guidance from the LE Commander, he in turn gives a daily "orientation" to his branch chiefs about unforeseen or new developments in the monthly work scheduled.

25X1

CONFIDENTIAL

XV/b

CONFIDENTIAL

K/px.M.

Special Engineer

He accomplishes his work the same way as the Radio Engineer except his area of responsibilities differs. He is concerned with all aircraft instruments, indicating and safety devices with the exception of the ejection seat.

His job had some of the largest responsibilities. It takes accuracy and knowledge to permit the extension of use of a MACH Number Indicator or an TGZ (Exost Gas Thermometer) or for that matter any other instrument past the prescribed length of operating time. All responsibilities were that of the authorizing Special Engineer in case of failure. Another touchy problem of the Special Engineer was the oxygen system (high altitude breathing oxygen), the over use of guages, masks, etc.

25X1

CONFIDENTIAL

XV/c

CONFIDENTIAL

Fv.M.

Weapons Engineer

Only his mission differs from the other engineers and he accomplishes his job the same way as the others. He is concerned with the airborne weapons, bombs, ammunition, etc, including the everything which is connected with the fire control in aircraft like gun-sight, photo-gun-camera, bomb sights, ammunition counters, equipment for towing tow-targets, etc. He insures operating and operational safety of same and works out operating and safety directives, also supervises training of personnel. For the training he insures the availability of weapons and ammunitions. He is also responsible for the ejection seat systems. The monthly inspection and check-out of same are part of his monthly work plan. His staff consists of Officers who are concerned with the different weapon-systems under his direction.

25X1

83 **CONFIDENTIAL**

XV/d

CONFIDENTIALSk.M.Air Frame Engineer

His respect and importance have grown considerably since the LE has jet aircraft. The many directives which were translated from Russian have increased his workload and responsibilities tremendously. This is natural since most of the reparable damages are done to the air-frame or parts of same like landing-gears, surface sheets, auxiliary tanks, air and hydraulic systems, brakes, etc. In an aircraft probably the frame is covered by the strictest directives. For instance, if the wing of a MIG-15 is damaged the only way it can be repaired is that both wings have to be exchanged. The change of one wing is not permissible under the existing regulations even though the repaired wing would be within tolerances measured with a "Theodolit"(*) (disregarding this, I have personally test flown an aircraft that had only its left wing exchanged after a mid-air collision, another that had only its right horizontal stabilizer exchanged from a demolished aircraft). Even though the slogan of the Communist Party was: "the highest value is that of man" they had to operate by the Hungarian proverb: "necessity breaks laws", as a result [] buried 26 [] personal friends and fellow pilots, not to mention the many air catastrophes of the LE.

25X1

25X1

25X1

CONFIDENTIAL

Page Denied

XV/e

CONFIDENTIAL**M.I.M.**Engine (Power Plant) Engineer

Under his jurisdiction are all the power plants of the different types of aircraft starting from the simplest five piston star engines to the latest RD-45 and VK-1 jet engines. The use, maintenance, inspection, replacement of parts in and supply of parts for all engines. He also maintains a separate record on all of the above mentioned. He accomplished his work with the aid of his officer staff among who the work is divided into separate phases.

He directs the training of the students of the KILLIAN GYORGY Airborn Officer School, the VASVARI PAL Technical Officer School, also the training of the LE personnel at the different units who are concerned with aircraft engines. He has at his disposal for this purpose a very large number of engine (piston and jet) cross sections, cross sections of parts which are used as visual training aids. These cross sections are prepared from parts of the many air-incidents of the LE. For the training of the 25th and the 66th Fighter Divisions there are set up two complete (one each for each div) jet engines which can be "operated" and such the functions of the parts can be observed.

25X1

CONFIDENTIAL

Page Denied

CONFIDENTIAL

ATTACHMENT

CONFIDENTIAL

/ K.G.M. /

CONFIDENTIALThe Aircraft Repair Factories, Shops, and Companies
Working for the LE.

Even though that major repairs and aircraft-openings (inspection and/or preventative maintenance) are not done in LE shops, these civilian concerns are briefly discussed since they are a contributing factor in the LE flights.

These concerns work not only for the LE but also for the different sport flying clubs. To avoid any misunderstanding, it is mentioned that in Hungary it is impossible for anybody to own or operate a personal aircraft, not even a glider. The factory and other sport flying clubs are in one way or another government owned, either they are under control of the Party or controlled by some Trade Union. An organization like this is the MRSz. (Hungarian Flying Association - Magyar Repulo Szovetseg which was formerly known as the OMRE /Orszagos Magyar Repulo Egyeslet - National Hungarian Flying Combine/. The MRSz assembled all its engine driven aircraft during the revolt at the ALAG Airfield and offered its service to the LE as part of the Revolutionary Armed Forces). For instance the highest political officer, the first assistant of the president of the MRSz, had been Lt. Col. VARKONYI, the former Political Assistant Commander of the 66th Fighter Division. His assignment had been that of a general. Larger companies were allowed to have a Glider Sport Flying Department, one like this had been the Budapest MAVAG Glider Sport Flying Department.

The Sport Flying Departments could be gliders, engine driven planes, or parachute jumping departments (Note: department - club, but since part of factory or concern the word "department" or "technical department" is used for a title). But the planes of these flying departments were repaired by one of the Aircraft Repair Concerns which worked for the LE, they were under military inspection. These Repair Concerns were under one of the Ministries of Industrial Affairs, either under the "Light Industry" or the "Foundry and Machine-Industry" Ministry. For mili-

CONFIDENTIAL

CONFIDENTIAL

tary work supervision at these concerns members of the LE Engineering departments, military engineers and technical officers are placed.

Note: "Foundry and Machine-Industry" Ministry or Kohoes Gepipari Ministerium or abbrev. KGM are only mentioned to indicate how they tie-in with the LE.

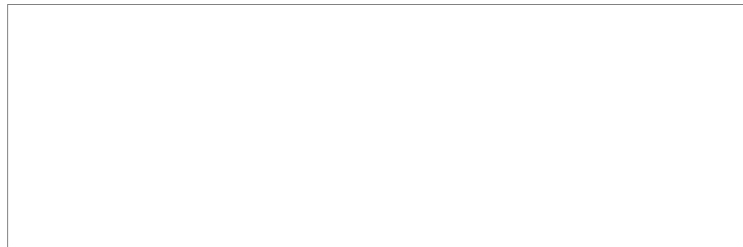
CONFIDENTIAL

CONFIDENTIAL

XVI/a

M.P.R. S.MATYASFOLDI Flight Material (TechSup) Depot

Partially it belongs under the OLP's Material Command (Hadtap Szolgalat) and partially under the LE. Even though it employs many civilians it is completely under military control. It stores large amounts of materials, there are ^{set up/}shops for all the technical work to be accomplished. In this portion of the factories mentioned this is the only place where actual aircraft repairs are not accomplished on the other hand this is where all the different types of ground flight-supporting facilities are produced. Among these items are facilities for Command Posts (Direction Centers - ACW), tow targets and towing equipment for tow targets, training aids, cross sections to be used as visual training aids, etc.



25X1

CONFIDENTIAL

AT/1/3

CONFIDENTIAL

B.I.M.

PLANE REPAIR SHOP

It is located at the Poldarski- it is the fifth corner of the
 independent movement. It is a field. I am not sure whether
 the only building is the 11 on side is the 111. Ministry of Country
 and Machine- repair. They repair only military aircraft, namely
 MiG-17 (OTM), Aero-15, F-4 (OTM), and F-4 (OTM) (OTM) (OTM) (OTM)
 type aircraft. The whole factory is situated in the basement. I
 do not know more about this place because [redacted]

25X1

25X1

71 **CONFIDENTIAL**

XVI/c

CONFIDENTIAL

F.I.M.

FEHERVARI Repair Shop

It is located at SZEKESFEHERVAR, probably on one of the former Fighter Bomber Airfields.

25X1

Again it might be only under the LE or also under the KGM (Ministry of Foundry and Machine-Industry). It used to work only for the LE. It is possible however that since the IL-10 and TU-2 type aircraft were scrapped by the LE it repairs small engine driven and glider aircraft.

25X1

CONFIDENTIAL

XVI/d

CONFIDENTIAL

E.J.M.

ESZTERGOM Repair Shop

It is located South of the city (ESZTERGOM which is next to the Danube) on a grass airfield. The shops are located in pavilions. It is under the KOM (Ministry of Foundry and Machine-Industry) but the repair of military aircraft is under the control of the attached LE Officers who also accept the repaired aircraft.

It has three test pilots all of who are former LE pilots. It repairs YAK-12, ZLIN 381, YAK-18, LH-2, and SZOROL trainers and carrier aircrafts. Fiesler Schtorch, Buekker type engine driven and different glider sport aircrafts.

25X1

CONFIDENTIAL

XVI/e

CONFIDENTIALP.G.

Pestvideki Gep Gyar (Budapest Metropolitan-area
Machine Factory)

Among the factories working for the LE this is the only one which only repairs LE jet aircraft. It is actually situated in the village of SZIGETHALOM. It is located on the TOKOL airfield and is only separated from the Soviets by a wire fence. It occupies the SZIGETHALOM side of the airfield.

It belongs to the KGM (Ministry of Foundry and Machine-Industry), and within the ministry its chief executive is CSERGO, a ministry department leader. It is under military control, its head of directors is Lt. Col. MAGISZTRAK who had been the Chief Engineer of the LE for a long time. Before MAGISZTRAK the head of directors had been ESZLI who was relieved of duty after the first catastrophe; the death of the test pilot, of the factory.

The entrance to the factory is on the side where the Budapest turnpike is. It is guarded by the so called "factory guards" of the Industrial Ministries, these are armed carbines and rifles, their uniform is grey-ish black in colour. The independent nation wide commander of these guards is a certain Major VARIA and probably a trusted officer of the AVH of the Ministry of Internal Affairs. (About his name and connection to the AVH I am only 50% certain).

Admission to the factory is controlled by the exchange of the personal ID for a factory pass at the gate and a guard escorts the visitor to the place he desires and is permitted to visit and back to the gate. Its technically trained workers are mostly former discharged LE officers, NCOs, and EN

25X1

CONFIDENTIAL

Page Denied

Next 9 Page(s) In Document Denied

HUNGARY [REDACTED] KUNHADARAS AIRFIELD/ [REDACTED]
Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4
CONFIDENTIAL/INCL 1, #3



25X1

25X1

Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4

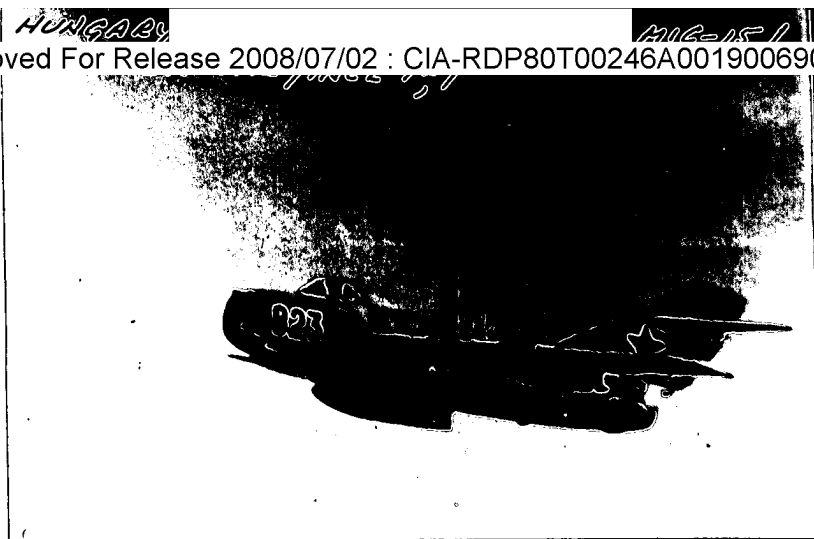
25X1

Age Denied

Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4

HUNGARY AUG 15 1
Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4

25X1



Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4

Approved For Release 2008/07/02 : CIA-RDP80T00246A001900690002-4

Page Denied

Next 6 Page(s) In Document Denied